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EXTRACTS

RELATIVE TO

VANCOUVER ISLAND

AND

BRITISH COLUMBIA.

COMPILED BY

G. DAVISON HUSDELL.

AND

J. D. CHURCHILL.

LONDON:

WARD, BROTHERS, 25, ABETTER STREET, CLIFTON, GLoucestershire.

1837.

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PREFACE.

THESE extracts are compiled for the purpose of showing the Resources, Capabilities, and Wants of the Colonies of Vancouver Island and British Columbia. The Compilers feel fully confident when these facts are known to the commercial public, they will lead to the large investment of British Capital.

LONDON, 2nd Nov. 1863.



EXTRACTS FROM "VANCOUVER ISLAND AND BRITISH COLUMBIA;
WHERE THEY ARE; WHAT THEY ARE; AND WHAT THEY MAY
BECOME." BY ALEXANDER RATTRAY, Esq., M.D. Edin., R.N.
Smith, Elder, & Co., London, 1862.

"Esquimalt harbour is roomy, safe, and deep; of easy access by night or day, and at all states of the tide; and is one of the ^{Esquimalt, Naval Station and Dockyard} ~~snuggest~~ along the entire American coast, and perhaps in the world. Vessels may lie and unload close to the rocks. It is now the naval station, and ought to have been the commercial harbour. Indeed, it must be so for large vessels drawing more than seventeen feet of water, which Victoria cannot admit. The difficulty may be overcome by a railway communication ^{Railway.} between the two, and smaller vessels may then unload in Victoria harbour, and larger ones in Esquimalt. As yet Esquimalt ^{is small and unimportant.}

"Ship-building in all its branches, block-making, sail-making, rope-making, &c., are likely soon to become important in this Colony, whose ^{Capabilities for Ship-building, &c.} shipping, and whose capabilities as a commercial Colony, and as a fishing station, are only beginning to be recognised and developed. For rope-making, hemp may be imported from Manilla or India, flax from New Zealand, &c. Fine ropes for mining purposes, as well as cord, twine, &c., may thus be made. River steamers and sailing craft, up to 200 tons, are now built in Victoria, and will soon be in greater demand, ^{Fishing Station} ~~for fishing~~, for fishing, coasting, and the exportation of coals. A good slip or floating dock is ^{Graving Dock} much required at Victoria or Esquimalt."

"As the Colony becomes developed, the coal and timber trade will ^{Shipping.} increase, while the fisherier, and perhaps the farms of the island, its quarries, mines, and manufactories, will all yield valuable products for exportation in colonial shipping."

THE
VANCOUVER
ISLAND
COLONY.

"A more extended development of Vancouver Island as a colony is not, however, a matter of choice, but of expediency, and it is obvious that a double necessity exists for its development in two directions.

"The wants, necessities, and requirements of the Colony in its development, both as an increase of its shipping. A commerce, engaged chiefly in coasting, may be said to constitute the present fleet. Its foreign commerce is chiefly in the hands of England, and the rapidly increasing trade with California, the Sandwich Islands, &c., whence the Colonies draw their principal supplies, and other necessities, is carried on in British or American, and colonial bottoms.

"The surplus produce of the Island, still too trifling for export, is likely to become more abundant, and the traffic connected with its transportation great. The coal and timber now exported is carried in foreign vessels; and with the development of the timber and coal trade, and the increasing exportation of the products of her mines and her fisheries, the expansion of her commerce, the necessity of developing shipping will necessarily increase.

"1. A successful development of the manufactures of the Colony will stimulate the development both of its shipping and commerce. The materials for her manufactured goods are in distant parts of the world, and the carrying-trade of both ought to be in the shipping of the Colony itself. Its remoteness from England, the United States, and other civilized countries, whose vessels might be so employed, will necessitate the formation of colonial shipping.

"2. An additional necessity of the development of Vancouver Island as a commercial Colony exists in the commercial requirements of the Pacific, and the countries and islands in and around it. The trade in the Pacific, already considerable, and daily increasing, consists chiefly in the transport of native produce to Europe and the United States, and the return carriage and dispersion of the manufactured goods of those countries. In this Vancouver Island must not attempt to compete with these well developed maritime nations.

"An inconsiderable, but daily increasing traffic, limited to the coast, is also carried on chiefly by California, Chili, Peru, &c. This will soon be both valuable and extensive. China, Japan, Siam, &c. have lately been opened up to commerce; Polynesia is slowly becoming civilized; new colonies are springing up, and steam and sailing ships are daily increasing in number and power.

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now traverse parts of the Pacific formerly unknown; and Vancouver Island and British Columbia have been settled, and are rapidly rising in importance, and likely, as manufacturing and commercial colonies, to increase this commerce materially. By developing her shipping, Vancouver Island may almost monopolize this. The Colony itself will have much to import and much to export, and shipping must be developed to enable her to accomplish this. By still further increasing her shipping this island might be made to achieve both. Few places exist in the Pacific likely to compete in commerce with Vancouver Island. The case of Hong-Kong and Singapore is a mere transit traffic, as entrepôts through which the trade of Europe on the one hand, and of Eastern Asia and China on the other, passes. They possess an insignificant commercial navy of their own. The ships which crowd their harbours and the cargoes they contain belong not to themselves, but to Europe and America; nor are they likely ever to develop a local shipping or a local commerce in the Pacific. California is a more formidable rival. That State has a growing commerce, and the amount of her shipping is already considerable; but the possession of coal for steam purposes will evidently enable Vancouver Island soon to rival, and ultimately to eclipse California as a commercial colony. Should the formation of a railway across British Columbia and Canada, connecting the Atlantic and Pacific, result, as it probably may, in diverting the commerce between China and Europe from the westward route by Suez and the Cape of Good Hope, by which it is now carried on, to this overland route, the development of the shipping and commerce of this Colony will receive an additional and most important stimulus. Vancouver Island herself is evidently the Colony best fitted and most conveniently situated of any in the Pacific for carrying on a traffic between her own shores and the opposite coast of Eastern Asia.

"Vancouver's Island will become the manufacturing depot of the Pacific at a future day; and her commerce and shipping must be developed both to commence and carry this on. At present, however, the Pacific is, and probably long will be, supplied with manufactured goods which are carried to it from Europe and the East by Panama, Cape Horn, and the Cape of Good Hope; and for this there is no commercial port. This Colony is admirably adapted for becoming a commercial centre of this kind, and ought to be made a mart for the dispersion of imported manufactured goods to all parts of the Pacific. A company possessing capital, shipping, and influence, like the Hudson's Bay Company, might thus develop in the

Public a trade to which that of the far countries in the colony would be no comparison. The shipping of the island every facility for this, and would itself become a greatly benefited. It is thus by evident that the prospect colonial export and import trade, and of an extensive commerce, renders the development of a commercial navy absolutely necessary; while the chances of competition with host, renders its early development prudent.

While many reasons thus urge the development of the island as a commercial colony, the island fortunately possesses facilities for development as such, and for any indefinite extension, which few colonies possess better. The principal advantages which this colony claims are the following:—

First, The internal resources of the island favour its development as a Mercantile Colony. It is endowed with superior facilities for building and for the fabrication and equipment of a commerce, abundance of oak and other timber, and the forests of British Columbia to fall back upon when her own become exhausted. Here the introduction of steamers and railways comparatively in commercial pursuits and the speedy transmission of goods at the present day for successful competition in commerce, the stimulus which coal will give to the development of the Manufacturing Colony will encourage its shipping and giving them employment.

Secondly, The maritime character of the island will development and prosecution of an extensive commerce. Her nature permits free access to all parts of her coast, and her trade. The harbours of the island are well adapted for all purposes—e.g., Esquimalt, Victoria, Nanaimo, Barclay Sound, of admitting large ships, possessing good facilities for loading and unloading, and situated close to the Pacific. Victoria, the two chief commercial harbours, are both admirably adapted for mercantile purposes, and are not more than sixty miles a day's sail from the ocean; and no other harbour in either hemisphere is fitted for becoming the commercial depot for the prosecution of their mutual commerce. It is to her insular position that England is principally indebted for her position as the nation in the world; and Vancouver Island fortunately possesses many other advantages, in common.

of the four countries in the days of their
prosperity. The shipping of the Colony would
be, and would itself become augmented and
enriched by the prospect of a valuable
trade, and of an extensive commerce in the
event of a commercial navy in this Colony
the chances of competition with California at
present present.

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Colony, endowed with superior facilities for ship-
building and equipment of a commercial navy;— an
abundant supply of timber, and the forests of British Columbia
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her steam and railways comparatively easy;—economy
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give to the development of this island as a
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development of an extensive commerce. Her insular
position to all parts of her coast, and thus facilitates
the development of the island are well adapted for commercial
Victoria, Nanaimo, Barclay Sound, all capable
possessing good facilities for loading, easy and
close to the Pacific. Victoria and Esquimalt,
harbours, are both admirably adapted for com-
merce, not more than sixty miles and eight or ten
and no other harbour in either colony is better
commercial depôt for the prosecution and concen-
tration of commerce. It is to her insular nature that
is fitted for her position as the first commercial
Vancouver Island fortunately has this, as well
in common.

"*Thirdly*, This Colony holds the position of Vancouver Island for her development as a Commercial Colony. The position which this
island holds in the Pacific is very remarkable;—it is the only British
holds in the Atlantic, and both have a wide field for their commerce; but
while the shipping of the latter only shares in the traffic of the Atlantic,
that of Vancouver Island may, and probably will, almost monopolize that
of the Pacific, which at a future day will probably rival that of the former;
and this Colony will thus hold a place in the commerce of the West
superior to that which England now holds in that of the East.

"Vancouver Island has a threefold aim as a Commercial Colony:

"*First*, This island must carry on the traffic of both Colonies. Of the
two, this Colony alone is adapted for development as a Commercial
Colony; and Victoria and Esquimalt will continue, as they now are, the
commercial depôts for both, the mercantile centres of the entire coast,
and the markets for supplying the population of both Colonies, in-
cluding 216,000 square miles, that will ultimately be as densely peopled
as Canada and many of the United States.

"*Secondly*, Possessing eminent capabilities, its aim should be to become
the principal Commercial Colony of the Pacific, and to make its shipping
carry on, at least, the local traffic.

"*Thirdly*, Her purpose should be to become the depôt for concentrating
the commerce of the Atlantic and Pacific: the entrepôt in which the
traffic from Polynesia, Australia, Eastern Asia, and the Pacific generally,
meets with that from Europe and the United States: where the produce
of one is collected for transmission to Europe; the goods of the other for
dispersion over the Pacific."

"As a Commercial Colony Vancouver Island offers a fair field for men
of capital and enterprise; new and almost unoccupied, with the entire
Pacific for its range, in which an extensive and lucrative trade may be
developed in many different directions; a field for commercial invest-
ment such as probably no other colony belonging to Great Britain can
offer, and are still less likely to be met with in any of the commercial
places either of Europe or America, where every avenue to wealth, and
every field for commercial enterprise, is already occupied, and where
competition is therefore difficult. For seamen, carpenters, and others
connected with shipping, content with steady employment and high
wages, and not likely to be allured by the gold-diggings of the neighbour-
ing colony, Vancouver Island will be a good field. Carpenters and seamen
are scarce; the shipping of the Colony is often imperfectly manned by

Shipping.

Indians; and the rapid increase of the colonial shipping steadily men a fair prospect of advancement.

Railway.

"To promote commerce it will be necessary to connect Victoria by railway: and the latter with Nanaimo, with a courage manufactures."

Esquimalt.

"Whatever future success may attend these Colonies, be a question as to their vast importance to Great Britain and strategical point of view, more especially Vancouver Island a favourable geographical position in the Pacific, and a convenient harbour—that of Esquimalt.

Naval Station and Dockyard.

"Until recently the English navy had really no harbour along the whole of the lengthy western coast of America for coal, refit, provision, or concentrate, if necessary, during war."

"Vancouver Island and British Columbia, though known occasionally visited; and were heretofore so unimportant as to require the constant presence of even a small naval force for protection. H.M.S. 'Satellite,' in 1857, was the first to make a call in Esquimalt, in connexion with the Anglo-American Boundary Commission; while the conversion of these territories in 1858 into Colonies, and the subsequent San Juan dispute, first led to the recognition of the harbour by a British fleet, and to a recognition of its importance as a convenient naval station.

"Esquimalt is now the principal naval rendezvous on the west side of the Pacific: and from its comparative proximity to the still larger and more important China fleet, whose ships will be able to call more conveniently and more easily than in China, which is a regular naval depôt. This harbour may thus become, at a future day, the principal naval depôt of the entire Pacific."

"From this depôt her fleets can readily proceed to any part of the Pacific, and have a more complete command of that ocean than if her fleets were made up of her colonies were made up of her colonies."

"The communication between Vancouver Island and the mainland of China will soon be more frequent than between China and the Cape of Good Hope, Australia, or Japan. Her Majesty's ships will occasionally cross the Pacific to refit, coal, provision, &c. Mail steamers will soon ply between Hong-Kong and Vancouver, while an extensive trade, carried on between this Colony and

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from its comparative proximity to China, it
is probable that it will also become a depôt for the
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The relations between Hong-Kong and Vancouver Island;
the trade carried on between this Colony and the opposite

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shores of the Pacific, will soon cause a more frequent passage of sailing
vessels." Naval Station
and Dockyard.

"In addition to its local traffic, vessels frequently arrive with passen-
gers and cargoes from England, California, Sandwich Islands, China,
&c., and the amount of shipping connected either directly or indirectly
with the Colony is already surprising."

"The prospects for the development of Vancouver's Island as a
Commercial Colony are also of a superior character. She has abundant
resources for the requirements and safety of a merchant navy, and her
shipping will yet be one of the most fertile sources of her wealth; her
maritime position, insular nature, fine harbours, and favourable geo-
graphical position, all admirably adapt this island for the development of
an extensive commerce. The Colony is perfectly competent to carry on
its own import and export trade, and to take the principal share in that
of the Pacific. Her proximity to Polynesia, Eastern Asia, &c., will
enable Vancouver's Island better than any other country or colony in the
Pacific to develop an extensive commerce with China and many other
fields now gradually springing up for commercial energy and competition.
The Colony is favourably situated for becoming an emporium in which
the mutual commerce of Asia, America, and Europe may be concen-
trated; by which this valuable traffic may be directed to her own shores
and capital as the medium for its onward transmission across Canada."

"Vancouver's Island and British Columbia, regarded as rapidly in-
creasing settlements in which labour is scarce, and as Colonies whose
fisheries, mines, commerce, manufactures, &c., will soon become important,
and furnish an ample field both for labour and capital, evidently offer
advantages for settlement such as few colonies can offer."

"By facilitating intercourse with foreign countries, especially those in
the Pacific, the commerce of this Colony will be materially aided. We
anticipate the day when the means of inter-communication and the com-
merce of the Pacific will rival those of the Atlantic of the present day.
The relations between Vancouver Island and Eastern Asia, especially
China, will soon be most intimate; and a regular telegraphic and steam
communication will soon be imperatively necessary to connect Victoria or
Esquimalt with Hong-Kong and Shanghai, the centres of the commerce
of the South and North of China. The chain of the Alaskan Islands,
the Kurile Islands, and Japan will favour telegraphic communication.
When the eastern and western shores of the Pacific become connected
thus, the mails, passengers, and goods of this Colony must be transmitted

Telegraph.

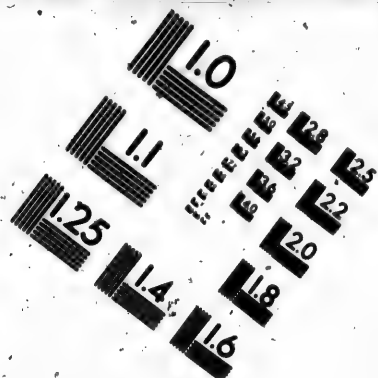
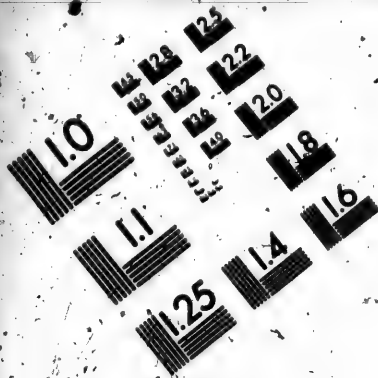
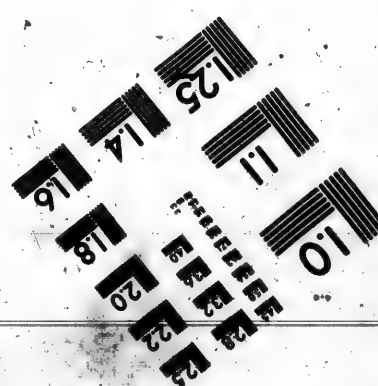
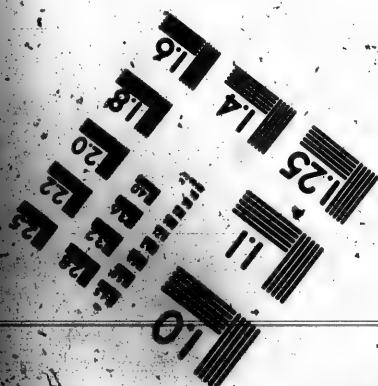
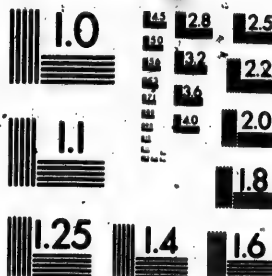


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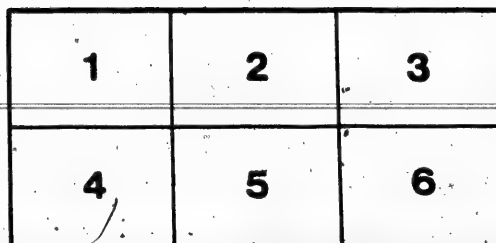
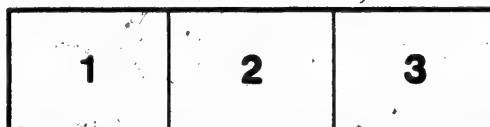
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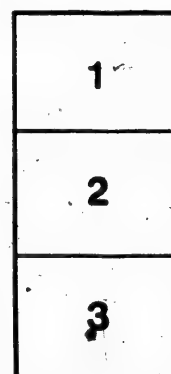
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EXTRACTS

RELATIVE TO

VANCOUVER ISLAND

AND

BRITISH COLUMBIA.

COMPILED BY

G. DAVISON HUSDELL.

AND

J. D. CHURCHILL.

LONDON:

WARD, BROTHERS, 15, PATERNOSTER ROW, CLIFTON, CHICAGO.

1867

ria, along the South coast; and (coast) are well adapted for commerce and her proximity to an extensive market and in the North Pacific, all prominent in this direction.

Herrings abound round the Island; and thousands are annually in the both Colonies while passing up the coast are caught in the lower Fraser, near its mouth; while halibut, skate, &c. varieties of fish are caught known as to the varieties existing in the coast, but they are probably not as far north as the Aleutian of the cod-fishery may yet make it

eries of Vancouver Island is both elements of an already large and daily development of its fisheries. now depends for its beauty and an fishermen and the native Indians, these off. Moreover, salmon, herrings, near this island, may be easily cured can furnish, and be exported in a preserved state. British Columbia. come a good market for Vancouver may be exported to Chili, Peru, &c., England and the States. The people soon supersede the too frequently Europeans along the coast of China. uselves, all great consumers of fish, ted fish. An export of this kind will

Vancouver Island cannot long between this country and Eastern Asia and the intercourse frequent, for unat Vancouver Island, as a manufacturer the best market for her manufactured commerce. Another market will be, where an attempt is now being made

to introduce salmon and several other varieties of fish, as well as various fisheries, and other game, from England and Europe - an attempt which this Colony may possibly aid.

The development of the fisheries of Vancouver Island will indirectly originate several useful and lucrative manufactures. Vaseline oil is obtained from the herring, sturgeon, &c., &c., but especially from the cod; and the production of cod-liver oil might be carried on. From the sound or swimming bladder of the sturgeon fine isinglass is made, like that exported from the Eastern States of America; and a coarser kind is made from cod-sounds. Both will be useful for fineing malt liquors, likely soon to be abundantly made, and even now largely in demand in the Colony, and which may also be exported to England, Australia, &c. Caviar, a favorite article of diet in Southern Russia, and made of sturgeon's roe, may also be manufactured.

The fisheries of British Columbia, still undeveloped, will also become of importance; and are probably equal in value to those of Vancouver Island, though different in character. They consist of river, coast, and deep sea fisheries. The rivers of this Colony, especially the Fraser, and the coast of British Columbia generally, abound with salmon, which are caught by the natives all the year round, but more particularly during the salmon season, in the months of September and October, when they obtain their winter stock. The salmon caught in the rivers are said to be finer, and better adapted for curing than those of Vancouver Island and the coast. The sturgeon is plentiful in the lower Fraser, and both the sturgeon and the salmon fisheries of this colony are worth developing as the source of an export trade in cured fish, isinglass, caviar, &c. Carp and the 'white fish' (*corrigonus alba*) abound in the lakes and streams of the interior, and form an important article of food. British Columbia has a coast line of 400 miles, indented with numerous inlets well adapted for fishing stations, and herring, whiting, &c., &c., may be plentifully caught for the supply of this neighbourhood when it becomes settled; while along the northern half of the coast, which is open to the Pacific, deep sea, whale, seal, and walrus fishing may be carried on at some future day when the north-western regions of this Colony are settled; although in this Vancouver Island is evidently better fitted to take and keep the lead. British Columbia will ultimately excel in river fishing; Vancouver in deep sea, whale, and seal fishing; while both, besides supplying their own population, and giving a mutual exchange, are capable of developing an extensive and lucrative trade in cured fish.

THESE extracts are
Resources, Capabilities
cover Island and
confident when
public, they will be

LONDON, 2nd Nov

PREFACE.

THESE extracts are compiled for the purpose of showing the Resources, Capabilities, and Wants of the Colonies of Vancouver Island and British Columbia. The Compilers feel fully confident when these facts are known to the commercial public, they will lead to the large investment of British Capital.

LONDON, 2nd Nov. 1863.

EXTRACTS FROM "VANCOUVER ISLAND AND BRITISH COLUMBIA;
WHERE THEY ARE; WHAT THEY ARE; AND WHAT THEY MAY
BECOME." BY ALEXANDER RATTRAY, Esq., M.D. Edin.; R.N.
Smith, Elder, & Co., London, 1862.

"Esquimalt harbour is roomy, safe, and deep; of easy access by night or day, and at all states of the tide; and is one of the snuggest along the entire American coast, and perhaps in the world. Vessels may lie and unload close to the rocks. It is now the naval station, and ought to have been the commercial harbour. Indeed, it must be so for large vessels drawing more than seventeen feet of water, which Victoria cannot admit. The difficulty may be overcome by a railway communication between the two, and smaller vessels may then unload in Victoria harbour, and larger ones in Esquimalt. As yet Esquimalt village is small and unimportant."

"Ship-building in all its branches, block-making, sail-making, rope-making, &c., are likely soon to become important in this Colony, whose shipping, and whose capabilities as a commercial Colony and as a fishing station, are only beginning to be recognised and developed. For rope-making, hemp may be imported from Manilla or India, flax from New Zealand, &c. Flat ropes for mining purposes, as well as cord, twine, &c., may thus be made. River steamers and sailing craft, up to 200 tons, are now built in Victoria, and will soon be in greater demand, *e.g.*, for fishing, coasting, and the exportation of coals. A good slip or floating dock is much required at Victoria or Esquimalt."

"As the Colony becomes developed, the coal and timber trade will increase, while the fisheries, and perhaps the farms of the island, its quarries, mines, and manufactories, will all yield valuable products for exportation in colonial shipping."

1861
1862
1863

"A second additional necessity of Vancouver Island as a colonial colony is not, however, a matter of choice, but of expediency; and it cannot be objected that a double necessity exists for its development in this direction.

The wants, necessities, and requirements of the Colony, itself, necessitate its development both as an increase of its shipping. A few small steamers, engaged chiefly in coasting, may be said to constitute its present fleet. Its foreign commerce is chiefly in the hands of strangers; and the rapidly increasing trade with California, the Sandwich Islands, England, &c., whence the Colony draws their principal supplies of food and other necessities, is carried on in British or American, and not in colonial bottoms.

"The surplus produce of the Island, still too trifling for exportation, is likely to become more abundant, and the traffic connected with its exportation great. The coal and timber now exported is carried in foreign vessels; and with the development of the timber and coal trade, the increasing exportation of the products of her mines and her fisheries, and the expansion of her commerce, the necessity of developing shipping will necessarily increase.

"3. A successful development of the manufactures of the Colony will stimulate the development both of its shipping and commerce. The raw materials for her manufactured goods are in distant parts of the Pacific; the carrying trade of both ought to be in the shipping of the Colony itself. Its remoteness from England, the United States, and other civilized countries, whose vessels might be so employed, will further necessitate the formation of colonial shipping.

"4. An additional necessity of the development of Vancouver Island as a commercial Colony exists in the commercial requirements of the Pacific, and the countries and islands in and around it. The trade of the Pacific, already considerable; and daily increasing, consists chiefly in the transport of native produce to Europe and the United States, and the return carriage and dispersion of the manufactured goods of these countries. In this Vancouver Island must not attempt to show competition with these well developed maritime nations.

"An inconsiderable, but daily increasing traffic, limited to the Pacific, is also carried on chiefly by California, Chili, Peru, &c. This commerce will soon be both valuable and extensive. China, Japan, Siam, &c., have lately been opened up to commerce; Polynesia is slowly becoming civilized; new colonies are springing up, and steam and sailing vessels

now traverse the Pacific. Vancouver Island, with its rapidly rising population, its increasing shipping, and its increasing trade, it itself will have to contend with in developing her shipping. The shipping which exist in the Pacific, and in the Indian Ocean, is a formidable rival. The shipping of the East, as entrepôts, and of Eastern India, is a formidable competitor of their harbours and their shipping, and but to Europe a formidable rival. The shipping of the East, for all purposes will eventually be eclipsed by a railway across the Pacific, resuming the route of China and Europe, by the Good Hope, by the development of an additional and evidently the Colony of the Pacific for the opposite coast of Africa. Vancouver's shipping, at a future day, to commence and probably long will to it from Europe, of Good Hope, is admirably adapted to be made a conduit for goods to all parts of the world, and influence, like

of Vancouver Island is a matter of choice, but of expediency; and it is only its existence for its development in this

requirements of the Colony, it is of necessity a matter of its shipping. A few small vessels, may be said to constitute its fleet; but the fleet is chiefly in the hands of strangers; with California, the Sandwich Islands, and other islands, draw their principal supplies of food from British or American, and not in

Island, still too trifling for exportation, is small, and the traffic connected with its exportation of timber now exported is carried in foreign vessels; the timber and coal trade, the products of her mines and her fisheries, and the necessity of developing shipping will

of the manufactures of the Colony will be a matter of its shipping and commerce. The raw materials are in distant parts of the Pacific; and the shipping of the Colony, England, the United States, and other vessels might be so employed, will further develop shipping.

of the development of Vancouver Island in the commercial requirements of the islands in and around it. The trade of the island daily increasing, consists chiefly in the trade with Europe and the United States, and the products of the manufactured goods of these islands must not attempt to show a commercial maritime nations.

increasing traffic, limited to the Pacific, is from California, Chili, Peru, &c. This commerce is extensive. China, Japan, Siam, &c. have a commerce; Polynesia is slowly becoming a commerce; and steam and sailing vessels

now traverse parts of the Pacific formerly untraversed; and the commerce of Vancouver Island and British Columbia have been settled, and are rapidly rising in importance, and likely, as manufacturing and commerce in the colonies, to increase this commerce materially. By developing her shipping, Vancouver Island may almost monopolize this. The Colony itself will have much to import and much to export, and shipping must be developed to enable her to accomplish this. By still further increasing her shipping this island might be made to achieve both. Few places exist in the Pacific likely to compete in commerce with Vancouver Island. The case of Hong-Kong and Singapore is a mere transit traffic, as entrepôts through which the trade of Europe on the one hand, and of Eastern Asia and China on the other, passes. They possess an insignificant commercial navy of their own. The ships which crowd their harbours and the cargoes they contain belong not to themselves, but to Europe and America; nor are they likely ever to develop a local shipping or a local commerce in the Pacific. California is a more formidable rival. That State has a growing commerce, and the amount of her shipping is already considerable; but the possession of coal for steam purposes will evidently enable Vancouver Island soon to rival, and ultimately to eclipse California as a commercial colony. Should the formation of a railway across British Columbia and Canada, connecting the Atlantic and Pacific, result, as it probably may, in diverting the commerce between China and Europe from the westward route by Suez and the Cape of Good Hope, by which it is now carried on, to this overland route, the development of the shipping and commerce of this Colony will receive an additional and most important stimulus. Vancouver Island herself is evidently the Colony best fitted and most conveniently situated, of any in the Pacific for carrying on a traffic between her own shores and the opposite coast of Eastern Asia.

"Vancouver's Island will become the manufacturing depot of the Pacific at a future day; and her commerce and shipping must be developed both to commence and carry this on. At present, however, the Pacific is, and probably long will be, supplied with manufactured goods which are carried to it from Europe and the East by Panama, Cape Horn, and the Cape of Good Hope; and for this there is no equivalent yet. This Colony is admirably adapted for becoming a commercial centre of this kind, and ought to be made a mart for the dispersion of imported manufactured goods to all parts of the Pacific. A company possessing capital, shipping, and influence, like the Hudson's Bay Company, might thus develop in the

Public a trade to which that of the fur countries in the days of their supply would bear no comparison. The shipping of the Colony would afford every facility for this, and would itself become augmented and greatly benefited. It will thus be evident that the prospect of a valuable colonial export and import trade, and of an extensive commerce in the Pacific, renders the development of a commercial navy in this Colony absolutely necessary; while the chance of competition with California at least, renders its early development prudent.

While many persons thus urge the development of Vancouver Island as a commercial colony, the island fortunately possesses eminent facilities for development as such, and for any indefinite extension of her mercantile navy few colonies possess better. The principal commercial advantages which this Colony claims are the following:—

First, The internal resources of the island favour its development as a Mercantile Colony. It is endowed with superior facilities for ship-building and for the formation and equipment of a commercial navy—an abundance of oak and other timber, and the forests of British Columbia to fall back upon when her own become exhausted. Her coal will render the introduction of steamers and railways comparatively easy—celerity in commercial pursuits and the speedy transmission of goods is necessary at the present day for successful competition in commerce—while the stimulus which coal will give to the development of this island as a Manufacturing Colony will encourage its shipping and commerce by giving them employment.

Secondly, The maritime character of the island will facilitate the development and prosecution of an extensive commerce. Her insular nature permits free access to all parts of her coast, and thus facilitates her trade. The harbours of the island are well adapted for commercial purposes—e.g., Esquimalt, Victoria, Nanaimo, Barclay Sound, all capable of admitting large ships, possessing good facilities for loading, easy and safe access, and situated close to the Pacific. Victoria and Esquimalt, the two chief commercial harbours, are both admirably adapted for commercial purposes, and are not more than sixty miles and eight or ten hours' sail from the ocean; and no other harbour in either colony is better fitted for becoming the commercial depot for the prosecution and concentration of their mutual commerce. It is to her insular nature that England is principally indebted for her position as the first commercial nation in the world; and Vancouver Island fortunately has this, as well as many other advantages, in common.

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"*Thirdly*, The position of Vancouver Island is favourable for her development as a Commercial Colony. The position which this Island holds in the Pacific is exactly analogous to that which Great Britain holds in the Atlantic, and both have a wide field for their commerce; but while the shipping of the latter only forms a part of the traffic of the Atlantic, that of Vancouver Island may, and probably will, almost monopolize that of the Pacific, which at a future day will probably rival that of the former; and this Colony will thus hold a place in the commerce of the West superior to that which England now holds in that of the East.

"Vancouver Island has a threefold aim as a Commercial Colony:

"*First*, This Island must carry on the traffic of both Colonies. Of the two, this Colony alone is adapted for development as a Commercial Colony; and Victoria and Esquimalt will continue, as they now are, the commercial depôts for both, the mercantile centres of the entire coast, and the markets for supplying the population of both Colonies, including 214,000 square miles, that will ultimately be as densely peopled as Canada and many of the United States.

"*Secondly*, Possessing eminent capabilities, its aim should be to become the principal Commercial Colony of the Pacific, and to make its shipping carry on, at least, the local traffic.

"*Thirdly*, Her purpose should be to become the depôt for concentrating the commerce of the Atlantic and Pacific: the entrepôt in which the traffic from Polynesia, Australia, Eastern Asia, and the Pacific generally, meets with that from Europe and the United States: where the produce of one is collected for transmission to Europe; the goods of the other for dispersion over the Pacific."

"As a Commercial Colony Vancouver Island offers a fair field for men of capital and enterprise; new and almost unoccupied, with the entire Pacific for its range, in which an extensive and lucrative trade may be developed in many different directions; a field for commercial investment such as probably no other colony belonging to Great Britain can offer, and are still less likely to be met with in any of the commercial places either of Europe or America, where every avenue to wealth, and every field for commercial enterprise, is already occupied, and where competition is therefore difficult. For seamen, carpenters, and others connected with shipping, content with steady employment and high wages, and not likely to be allured by the gold-diggings of the neighbouring colony, Vancouver Island will be a good field. Carpenters and seamen are scarce; the shipping of the Colony is inefficiently manned by

road fulfilled its purpose moderately well. British Columbia commenced, it broke down in the autumn of 1861, when I left, a disgrace to the practically almost useless, and the waggons the side, with what result may easily be seen. As the rails were expected, the express-men and the ground the day before and patch it up to Victoria at all."

rees found at Barclay Sound, as given by the Mill Company already spoken of. Scientific being appended as far as they

is pine, sometimes mis-named }

.....*Abies Douglasii*.

.....probably *Abies alba*.

.....probably *Abies nigra*.

.....*Abies balsamea*.

.....*Salix rostrata*.

.....*Pinus monticola*.

.....possibly *Juniperus occidentalis*.

.....probably *Alnus viridis*.

.....*Cornus alba*.

.....*Taxus baccata*.

.....*Pyrus rivularis*.

.....*Acir macrophyllum*, and probably

Acir rubrum.

.....*Abies Canadensis*.

.....*Populus balsamifera*, or *Populus monitifera*.

.....*Populus tremuloides*.

.....*Arbutus procera*.

.....*Thuja gigantea*.

ds the Douglas fir, (*Abies Douglasii*) named Douglas, the botanist. As timber for spars ed. It grows to the height of 200 to 300 s narrow. This wood has been planted in and should become one of the common trees of this wood for spars has been tested and

reported on by the engineer of the French Dockyard at Cherbourg, whose report was greatly in its favour. As plank, it is equally fine. Dr. Lindley tells me he has two planks, about 20 feet long each, which have been in his house in a room where there is constantly a fire, since 1827; and that neither of them has warped or shrunk the least since they were first placed there. The following extract relating to the Douglas fir, is from the *Gardeners' Chronicle*.—"We now know that this most beautiful tree, the Douglas fir, is unsurpassable in the qualities which render timber most valuable. It is close grained, strong, elastic, light, and acquires large dimensions in congenial climates. It thrives everywhere in the United Kingdom, except the extreme north, and is, therefore, of all trees, that which most deserves the attention of planters for profit; to which we may add that no evergreen surpasses it as an ornament of scenery. Little or nothing was known of the Douglas fir until it was brought into notice by the Horticultural Society, which received its seeds from the hardy collector whose name it bears, and distributed some thousands of young plants among its Fellows. As this happened about five and thirty years ago, there must already be an abundance of good specimens in the country. The purpose of this notice is to increase them to the utmost, by inducing landed proprietors to substitute the Douglas fir for the very inferior spruce."

"The Douglas fir makes its first appearance in the mountains of Northern Mexico, in the county near the Reale del Monte mines. Thence it follows northwards the western slope of the Rocky Mountains, at least as high as the now celebrated but savage Caribueaf, or Cariboo gold-fields in British Columbia. Douglas, the collector, who crossed the Rocky Mountains a little to the south, through the Committee's Punch-bowl Pass, reported that it formed vast forests there on the lower ranges, and struggled upwards till it became mere scrub. We ourselves had till lately bark of the tree from those desolate regions fully six inches thick.

"A spar of this fir, more than 200 feet high, has been erected in the Royal Botanic Gardens at Kew; and sections, cut at intervals of fifteen feet, of a tree 309 feet long, were sent to this country for the International Exhibition. A horizontal section of another tree having been sent for the same purpose, a careful examination of it was made, to ascertain its age and rate of growth. The result of this examination, which has appeared in the "Gardeners' Chronicle," will be found interesting.

Spurs.

The diameter is 6 feet, viz., 31 inches on one side, 3
On rate of growth on the 31 inch side has been as follows:

The first 2 inches across were made in	7 y
The second	9
The third	12
The fourth	19
The fifth	17
The sixth	23
The seventh	16
The eighth	17
The ninth	14
The tenth	18
The eleventh	24
The twelfth	21
The thirteenth	24
The fourteenth	24
The fifteenth	31
The sixteenth	36
The seventeenth	42

Or 31 inches in semi-diameter in 354

"It is as well to remark that this British Columbian fir
centuries and a half old, and although for the last fo
increased little more than one-tenth of an inch in diam
perfectly sound to the heart.' Foresters will understand
of this fact."

Timber.

"The white fir (*Abies Alba*) is poor compared wi
though the trees are often a considerable size.

"The white pine (*Pinus monticola*) makes very good p
purposes.

"The yellow cypress (*Thuja gigantea*), which about
north than the south of the Colony, is a very useful wo
and elastic; it makes the best plank for boat-building
seen. Its leaf differs from that of the other or commo
occidentalis) in being convex on both sides.

"For ornamental purposes the bird's-eye maple (*Acer
dogwood* (*Cornus alba*), cedar (*Juniperus occidenta
(*Arb. procera*), are all valuable.*

viz., 31 inches on one side, 33 on the other.
Each side has been as follows: --

across were made in..... 7 years.

"	"	 9	"
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"	"	 17	"
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"	"	 24	"
"	"	 21	"
"	"	 24	"
"	"	 24	"
"	"	 31	"
"	"	 36	"
"	"	 42	"

inches in semi-diameter in 351 "

that this British Columbian fir, although three
and although for the last forty-two years it
one-tenth of an inch in diameter yearly, 'is
art.' Foresters will understand the importance

s Alba) is poor compared with the Douglas,
a considerable size.

s monticola) makes very good plank for building

(Thuja gigantea), which abounds more in the
the Colony, is a very useful wood, light, tough,
best plank for boat-building that I have ever
on that of the other or common cypress (Thuja
vex on both sides.

oses the bird's-eye maple (Acer macrophyllum),
cedar (Juniperus occidentalis), and arbutus
luable.

"The sample and color are very good, and the latter grow to a fine
great size.

"I have been favoured by my friend, Dr. Wood, of H. M. S.
'Heate,' with the following remarks upon the natural history of the two
Colonies. I have much gratification in being able, by Dr. Wood's
friendly compliance with my request, to lay before the reader information
so tenacious and valuable.

"Betulaceae, Birchworks. The common birch is of small size to the
southward; in the northern parts of British Columbia it is known as the
'Canoe birch,' is abundant and of large size, and is hard and durable.

"The common elder grows to a large size, and is a useful wood for
turners.

"Pinaceae, conifers. In this order are found yew trees, juniper bush,
the Scotch fir, spruce fir, the Douglas pine, the white pine of commerce,
Pinus Weymouthii, Canada pine, balsam pine, the 'red cedar,' and the
'yellow cedar.' The most remarkable point in the forest trees of both
Colonies is in the profusion of trees of this order, and the immense
height and size they attain. The Douglas pine can be obtained anywhere
200 feet in length, and I have seen trees that would square 45 inches
for 90 feet. This pine makes the best spars for ships. The 'white pine,'
I am told by those preparing it, is equal to that of the Eastern States of
America. From the bark of the 'red' and 'yellow cedar' articles of
wearing apparel, ropes, &c., are made: the plank of the latter tree
yields a close-grained, beautiful wood; specimens of it made into boxes
have been sent to the International Exhibition."

"In speaking of the resources of these Colonies, the immense supply
of fish of all kinds must not be omitted. The quantity of salmon is
almost beyond description; but it will give some idea of it to say that a
Hudson Bay Company's Officer, who lived many years on the Columbia,
told me that on a sudden falling of the water such numbers were left on
the banks as to cause the river to stink for miles."

"The fish of Vancouver Island and British Columbia require an
extended experience in mine to do justice to them. I cannot, however,
but think that, among the domestic resources of both Colonies, fish are
equal their value. The seas and large inlets, the bays and harbours, are
literally alive with fish. Salmon, cod, halibut, sturgeon, herring, trout,
white perch, hake, sandfish, anchovy, flat-fish, dog-fish, black-fish, and
the houlakar, so called by the Indians; the latter, it is said,
appears with unerring regularity in the bay of

Shipping. facilities; and the rapid increase of the colonial shipping holds out to steadily men a fair prospect of advancement.

Railway. "To promote commerce it will be necessary to connect Esquimalt with Victoria by railway; and the latter with Nanaimo, with a view to encourage manufactures."

Esquimalt. "Whatever future success may attend these Colonies, there cannot be a question as to their vast importance to Great Britain in a political and strategical point of view, more especially Vancouver Island, possessing a favourable geographical position in the Pacific, and a convenient naval harbour—that of Esquimalt."

Naval Station and Dockyard. "Until recently the English navy had really no harbour of their own along the whole of the lengthy western coast of America in which to coal, refit, provision, or concentrate, if necessary, during war."

"Vancouver Island and British Columbia, though known, were only occasionally visited; and were heretofore so unimportant as never to require the constant presence of even a small naval force for their protection. H.M.S. 'Satellite,' in 1857, was the first to make a prolonged stay in Esquimalt, in connexion with the Anglo-American Boundary Commission; while the conversion of these territories in 1859 into British Colonies, and the subsequent San Juan dispute, first led to the occupation of the harbour by a British fleet, and to a recognition of its capabilities and importance as a convenient naval station."

"Esquimalt is now the principal naval rendezvous on the American side of the Pacific: and from its comparative proximity to China, it appears by no means improbable that it will also become a depôt for the still larger and more important China fleet, whose ships may refit, coal, &c., more conveniently and more easily than in China, which possesses no regular naval depôt. This harbour may thus become, at a future day, the principal naval depôt of the entire Pacific."

"From this depôt her fleets can readily proceed to any part of the Pacific, and have a more complete command of that ocean than if Hong-Kong, Australia, or any other of her colonies were made their rendezvous."

"The communication between Vancouver Island and the coast of China will soon be more frequent than between China and either the Cape of Good Hope, Australia, or Japan. Her Majesty's ships will occasionally cross the Pacific to refit, coal, provision, &c., in Esquimalt. Mail steamers will soon ply between Hong-Kong and Vancouver Island; while an extensive trade, carried on between this Colony and the opposite

shores of the Pacific, will thus be facilitated."

"In addition to the shipping, the Colony will have the advantage of the Colony's resources for the shipping will be a maritime position, an extensive commerce of its own import and export of the Pacific. enable Vancouver Pacific to develop fields now gradually. The Colony is the mutual commerce; by which and capital as to

"Vancouver is increasing settlement, fisheries, mines, and furnish an advantages for the Pacific, the anticipate the commerce of the Pacific. The relations of China, will soon communication Esquimalt with of the South and the Kurile Islands. When the eastward, thus, the mails,

of the colonial shipping holds out to advancement.

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shores of the Pacific, will soon cause a more frequent passage of sailing vessels." Naval Station
and Dockyard.

"In addition to its local traffic, vessels frequently arrive with passengers and cargoes from England, California, Sandwich Islands, China, &c., and the amount of shipping connected either directly or indirectly with the Colony is already surprising."

"The prospects for the development of Vancouver's Island as a Commercial Colony are also of a superior character. She has abundant resources for the requirements and safety of a merchant navy, and her shipping will yet be one of the most fertile sources of her wealth; her maritime position, insular nature, fine harbours, and favourable geographical position, all admirably adapt this island for the development of an extensive commerce. The Colony is perfectly competent to carry on its own import and export trade, and to take the principal share in that of the Pacific. Her proximity to Polynesia, Eastern Asia, &c., will enable Vancouver's Island better than any other country or colony in the Pacific to develop an extensive commerce with China and many other fields now gradually springing up for commercial energy and competition. The Colony is favourably situated for becoming an emporium in which the mutual commerce of Asia, America, and Europe may be concentrated; by which this valuable traffic may be directed to her own shores and capital as the medium for its onward transmission across Canada."

"Vancouver's Island and British Columbia, regarded as rapidly increasing settlements in which labour is scarce, and as Colonies whose fisheries, mines, commerce, manufactures, &c., will soon become important, and furnish an ample field both for labour and capital, evidently offer advantages for settlement such as few colonies can offer."

"By facilitating intercourse with foreign countries, especially those in the Pacific, the commerce of this Colony will be materially aided. We anticipate the day when the means of intercommunication and the commerce of the Pacific will rival those of the Atlantic of the present day. The relations between Vancouver Island and Eastern Asia, especially China, will soon be most intimate; and a regular telegraphic and steam communication will soon be imperatively necessary to connect Victoria or Esquimalt with Hong-Kong and Shanghai, the centre of the commerce of the South and North of China. The chain of the Aleutian Islands, the Kurile Islands, and Japan will favour telegraphic communication. When the eastern and western shores of the Pacific become connected thus, the mails, passengers, and goods of this Colony must be transmitted Telegraph.

to China, India, and Eastern Asia generally, instead of by the tedious route through England. The probable diversion of the Anglo-Chinese trade to a trans-American route will still further necessitate a double communication of this kind. Steam communication now connects England and Eastern America and Vancouver Island on the one hand, and with China on the other, and the electric telegraph will soon: and it will evidently be in the interest of this Colony to connect them in Victoria. It has been proposed to make San Francisco the connecting link; but the political, social, and commercial inconvenience, both to this Colony and the parent country, of having a British telegraph to pass through foreign territory must be obvious. The formation of a trans-American railway and telegraph to connect the Atlantic with the Pacific is a project intimately connected with the commercial interests of both of these Colonies and of Great Britain itself; and the question as to whether they should be on British or American soil is one of much importance to both. The project is, perhaps, premature: Vancouver Island, British Columbia, and the western part of British North America generally, are not yet sufficiently peopled and developed, nor their traffic extensive enough to warrant it; its civilization and the manufacturing and commercial necessities of the Pacific not yet sufficiently advanced to require more frequent and extended intercourse with their present markets in Europe and America; and the prospect of making Vancouver Island and Canada a new track for the traffic between Eastern Asia and Europe too uncertain to warrant its present formation. But in the present age, when railways are necessary for successful competition in commerce, and are forming a network over every civilized country, a railway communication of this nature will soon be necessary: and Vancouver Island should not be the loiterer in the march of progress, or permit neighbouring nations to divert the commerce of the Pacific into their own channels,—an event that would go far to prevent, or at least retard, the development of Vancouver Island as a commercial Colony.

“Various important political reasons may be urged in favour of the formation of a trans-American railway and telegraph. These Colonies would thus be brought into closer connexion with Canada and England, whence political support and military aid could be more quickly and safely sent than by Panama and Cape Horn, by both of which routes their transit may be prevented. Their formation is of importance in connexion with the conversion of Esquimalt into the principal naval station of the Pacific. That ocean, and British interests along its varied shores, would

Asia generally, instead of by the tedious probable diversion of the Anglo-Chinese route will still further necessitate a double communication now connects England, Vancouver Island on the one hand, and the Pacific telegraph will soon: and it will connect this Colony to connect them in Victoria.

San Francisco the connecting link; but a great inconvenience, both to this Colony and to the British telegraph to pass through the Colonies. The formation of a trans-American line between the Atlantic with the Pacific is a project of great commercial interests of both of these Colonies; and the question as to whether they can be made one of much importance to both. The Colonies of Vancouver Island, British Columbia, and the North America generally, are not yet so developed, nor their traffic extensive enough to justify the manufacturing and commercial necessities of the Colonies to require more frequent communication with their present markets in Europe and America. Making Vancouver Island and Canada a direct line between Eastern Asia and Europe too uncertain. But in the present age, when railways are forming everywhere, and are forming a direct line in every country, a railway communication of this kind between the Colonies and Vancouver Island should not be the less, or permit neighbouring nations to divert their traffic into their own channels,—an event that would at least retard, the development of Vancouver Island.

Similar reasons may be urged in favour of the formation of a railway and telegraph. These Colonies have a closer connexion with Canada and England, and military aid could be more quickly and safely sent to Cape Horn, by both of which routes their formation is of importance in connexion with the principal naval station of the Colonies. British interests along its varied shores, would

thus be brought under the notice of the home Government. News of the Telegraph, revolt of the natives of her colonies—should such a calamity occur,—would thus be speedily transmitted to Britain, and aid or advice returned; or the Pacific fleets or troops from Canada distributed where required. The communications between different parts of the Pacific will soon be more frequent and rapid than they now are, and will probably equal those of the Atlantic."

"The timber produce of Vancouver Island and British Columbia will Timber, soon be of great value in the Colonies themselves, especially in the former likely to possess a large mercantile navy. In addition to this, the increasing scarcity, in many countries, of timber adapted for mast and spar making, and for ship-building purposes generally,—makes the produce of these Colonies of peculiar value, especially to extensive ship-building countries like Great Britain.

"Both Colonies are, for the most part, forest-clad, and much fine timber exists. The pine, or cone-bearing family, predominates throughout, and form a marked feature in the scenery. The following list comprises the most useful and important trees:—

1. CONIFERÆ. (Cone bearing family.)

<i>Pinus Douglassii</i>	Douglas Pine.
" <i>Balsamæ</i>	Canadian balsam pine.
" <i>Strobus</i>	White or Weymouth pine.
" <i>Canadensis</i>	Hemlock pine.
" <i>Mitis</i>	
" <i>Nigra</i>	Black spruce.
" <i>Nobilis</i>	Noble fir.
" <i>Grandis</i>	
" <i>Monticola</i>	
<i>Thuja occidentalis</i>	Red Cedar.
<i>Cupressus Thuoides</i>	Common cypress cedar.
<i>Taxus Baccata</i>	Western yew.

2. AMENTACEÆ. (Catkin-bearing family.)

<i>Platanus Acerifolia</i>	Plane.
<i>Populus Tremula</i>	Aspen.
" <i>Balsamea</i>	Cotton-wood.
<i>Quercus Nigra</i>	Black oak.
" <i>Alba</i>	White oak.

3. Forestry.

Arbutus laurifolia.....*Arbutus*.

The Douglas pine predominates at the southern end of Vancouver Island, and along its east and west coasts, with occasional patches of oak, and a few maple, cypress, arbutus, yew, and other varieties. Maple is said to abound towards the north end. Many of the trees on the hilly ground are of stunted growth; but in the valleys and low ground, especially along the west coast, heavy timber is plentiful—especially the lofty Douglas pine, admirably adapted for mast and spar-making."

"This wood has been of incalculable utility to these young Colonies, where it still forms the principal fuel, and the most generally employed material for house-building, land-fencing, &c., &c. Saw mills are much required at the southern end of Vancouver Island to supply the Colony with sawn-lumber; much of that now in use is imported from the neighbouring American territory. The principal difficulty in this Colony is the scarcity of labour.

"The timber produce of British Columbia is both varied and valuable: the country, along the lower Fraser especially, is densely wooded. The forests of this Colony may be said to be inexhaustible, and will long yield timber in abundance when the timber produce of Vancouver Island has been consumed. British Columbia has superior facilities for the development of an export trade in timber. By its large and rapid rivers, especially the Fraser and its tributaries, and the Harrison and other lakes which usually communicate with them, the timber of the north-east, east, and southern parts of the interior, and of the whole of the extensive tract of wooded country which the Fraser river drains, may be floated down to New Westminster or Victoria for shipment; while that of the hilly region which lies between the western coast and the Cascade and Harrison Lake ranges may be similarly transported by the smaller streams and those numerous arms of the sea which are found in that direction, e.g. Bentinck Arm, Howe Sound, Bute's Inlet, &c., where saw mills may be easily established for the manufacture of spars and timber, similar to that now in operation at Barclay Sound. The timber found in British Columbia, though more varied than that of Vancouver Island, is even less used, except for fuel and house-building. Several markets may be found for the manufactured timber of Vancouver Island and British Columbia. In England, spars, oak, and other woods are much required for ship-building; in Australia and South America timber is scarce; and in China, especially

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.....Arbutus.

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Columbia is both varied and valuable: especially, is densely wooded. The timber is to be inexhaustible, and will long produce of Vancouver Island. British Columbia has superior facilities for the timber. By its large and rapid rivers, lakes, and the Harrison and other lakes, the timber of the north-east, east, and of the whole of the extensive tract of river drains, may be floated down to the coast; while that of the hilly region, and the Cascade and Harrison Lake, by the smaller streams and those found in that direction, e.g. Bentinck, &c., where saw mills may be easily erected, and timber, similar to that now found in British Columbia, Vancouver Island, is even less used. Several markets may be found for the timber of the Island and British Columbia. In the West are much required for ship-building; timber is scarce; and in China, especially

in the south, where a growing population are compelled to sacrifice everything to agriculture, and where wood is therefore scarce, valuable, and in great demand for house, junk, and boat building. In China the soft woods of Vancouver Island will find a ready sale; and also charcoal, the principal fuel used by the Chinese for culinary and general domestic purposes. The collection of turpentine, an exudation from various species of pine, might be profitable in these colonies. The Douglas pine yields it in considerable quantities, though probably not so abundant as the Carolina pine, the ordinary source of the turpentine of English commerce. The manufacture of tar, invaluable to Vancouver Island as a commercial and fishing colony with a numerous shipping, has not yet been attempted in either Colony. In the Southern States of America it is made from the heart-wood of dead pines which become charged with resinous juice long after the trunks died; from which it is extracted by an easy process, usually carried on in the forest. From tar thus obtained, pitch may be procured by distillation.

"The manufacture of potash or pearlash (the black salts of commerce) now extensively carried on in the forests of Canada, might be attempted in those of British Columbia and Vancouver Island with their surplus wood. In Canada, the hard woods yield it in the greatest abundance, especially elm, ash, birch, beech and maple, and the salt is made by dissolving and evaporating the ashes left on burning the trees. This salt will be useful in the Colony for the soap, candle and other manufacturers.

"Both the coast and deep sea fisheries of Vancouver Island will yet become of great importance to the Colony, and be one of the most fertile sources of her wealth. This Colony offers one of the most promising fields that could be found for the immediate commencement of fishing operations on a large scale, and holds out superior inducements, both for energetic private and combined labour and capital, and for the settlement of an industrious fishing population."

1. No attempt has yet been made to develop them, and with trifling exceptions, they still remain in the hands of the native fish-eating Indians, who subsist almost entirely on salmon, cuttle fish, shell fish, &c., caught in the vicinity of the Island.

2. Vancouver Island is eminently adapted for becoming a fish catching, curing, and exporting Colony. Her insular character, indented coast, and the numerous harbours and inlets which exist along her coast, many of which (e.g. Port San Juan; Alberni Canal; Barclay, Clayoquot, and Nootka Sounds; Hespod, Koskenna, and other bays along the West

coast; Skoke, Esquimalt, and Victoria, along the South coast; and Nanaimo harbour, &c., along the East coast) are well adapted for convenient and sheltered fishing stations, and her proximity to an extensive fishing field which exists round the coast and in the North Pacific, all afford extraordinary facilities for development in this direction.

3. Fish are caught in abundance, herrings abound round the Island; several varieties of salmon are caught, and thousands die annually in the Fraser, Cowichan, and other rivers of both Colonies while passing up the streams to deposit their spawn. Sturgeon are caught in the lower Fraser, and on the banks and shallow water near its mouth; while halibut, skate, rockcod, smelt, whiting, bass, and many other varieties of fish are caught along the coast. Very little is yet known as to the varieties existing in the deep water at a short distance from the coast, but they are probably abundant. Cod are found, and extend as far north as the Aleutian Islands, and an energetic prosecution of the cod-fishery may yet make it as valuable as that of Newfoundland.

4. The development of the fisheries of Vancouver Island is both necessary and judicious. The requirements of an already large and daily increasing Colony necessitate a speedy development of its fisheries. Victoria, with its 7000 inhabitants, now depends for its scanty and irregular supply of fish on a few Italian fishermen and the native Indians, and the other settlements are still worse off. Moreover, salmon, herrings, sturgeon, and the other fish caught near this island, may be easily cured by materials which the colony itself can furnish, and be exported in a sun-dried, smoke-dried, salted, or preserved state. British Columbia, when more densely peopled, will become a good market for Vancouver Island cured fish. Preserved fish may be exported to Chili, Peru, &c., where they are now imported from England and the States. The preserved salmon of this colony would soon supersede the too frequently inferior preserves in use among the Europeans along the coast of China.

The Chinese, Japanese, &c., themselves, all great consumers of fish, would readily purchase dried and salted fish. An export of this kind will soon be practicable; the fisheries of Vancouver Island cannot long remain undeveloped; the relations between this country and Eastern Asia are likely soon to be intimate, and the intercourse frequent, for undoubtedly, it is in these countries that Vancouver Island, as a manufacturing and commercial colony, will find the best market for her manufactured goods, and the busiest field for her commerce. Another market will be found in New Zealand and Australia, where an attempt is now being made

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carriage abound round the Island; and thousands die annually in the both Colonies while passing up the coast are caught in the lower Fraser, near its mouth; while halibut, skate, and other varieties of fish are caught now as to the varieties existing in the coast, but they are probably extend as far north as the Aleutian of the cod-fishery may yet make it

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to introduce salmon and several other varieties of fish, as well as grouse, ptarmigan, and other game, from England and Europe—an attempt which this Colony may possibly aid.

The development of the fisheries of Vancouver Island will indirectly originate several useful and lucrative manufactures. Various oils are obtained from the herring, sturgeon, &c., &c., but especially from the cod; and the production of cod-liver oil might be carried on. From the round or swimming bladder of the sturgeon fine isinglass is made, like that exported from the Eastern States of America; and a coarser kind is made from cod-sounds. Both will be useful for fining malt liquors, likely soon to be abundantly made; and even now largely in demand in the Colony, and which may also be exported to England, Australia, &c. Caviar, a favorite article of diet in Southern Russia, and made of sturgeon's roe, may also be manufactured.

The fisheries of British Columbia, still undeveloped, will also become of importance; and are probably equal in value to those of Vancouver Island, though different in character. They consist of river, coast, and deep sea fisheries. The rivers of this Colony, especially the Fraser, and the coast of British Columbia generally, abound with salmon, which are caught by the natives all the year round, but more particularly during the salmon season, in the months of September and October, when they obtain their winter stock. The salmon caught in the rivers are said to be finer, and better adapted for curing than those of Vancouver Island and the coast. The sturgeon is plentiful in the lower Fraser, and both the sturgeon and the salmon fisheries of this colony are worth developing as the source of an export trade in cured fish, isinglass, caviar, &c. Carp and the 'white fish' (*Coregonus alba*) abound in the lakes and streams of the interior, and form an important article of food. British Columbia has a coast line of 400 miles, indented with numerous inlets well adapted for fishing stations, and herring, whiting, &c., &c., may be plentifully caught for the supply of this neighbourhood when it becomes settled; while along the northern half of the coast, which is open to the Pacific, deep sea, whale, seal, and walrus fishing may be carried on at some future day when the north-western regions of this Colony are settled; although in this Vancouver Island is evidently better fitted to take and keep the lead. British Columbia will ultimately excel in river fishing; Vancouver in deep sea, whale, and seal fishing; while both, besides supplying their own population, and giving a market to a large number of people, are capable of developing an extensive and lucrative trade in cured fish.

EXTRACTS FROM PRIZE ESSAY ON VANCOUVER ISLAND; ITS RESOURCES AND CAPABILITIES AS A COLONY. BY CHARLES FORBES, Esq., M.D., M.R.C.S., R.N. Published by the Colonial Government, 1862.

Esquimaux,
Naval Station
and Dockyard.

"Esquimaux harbour, distant eight and a-half miles from the Race Rocks on which is placed the flashing light before described, is distinguished by the white tower of the Esquimaux light, which makes the western point of the entrance. This is a safe and excellent anchorage for ships of any size, and with the aid of the "light," may be entered at any time with great facility; the holding ground is good—a tenacious blue clay. The extent of this fine harbour is about three miles by two, with an average depth of six to eight fathoms; and round the whole of the irregular circle described, numerous rocky promontories and outlying islands and gently-sloping sandy bays, form the chief features of the scene. Great natural advantages and facilities exist for the extension of townships and formation of docks, and there is no doubt but that this favoured spot will become the established head quarters of the Royal Naval force in the Pacific. An hospital and store-houses for the service afloat, and a barracks for the officers and men of the North American Boundary Commission, already give an official service-like character to the port."

Wharfhouse
and Wharf.

"Already the influence of Victoria as a commercial dépôt is felt in Oregon and Washington Territory, and is now being acknowledged in California. A San Francisco paper—*L'Echo du Pacifique*—of this year, thus states the case: October 30th, 1861. 'Heretofore goods might remain in bond three years without paying duties; now the term is restricted to three months, and as consignees are not always disposed to pay the large amount of duties they would be called upon to advance, the above restrictive measure will have the effect of throwing this business into the hands of parties in some other place, where the laws are more liberal. Commerce has neither country nor affections: all it wants is freedom; if that is taken from it in one place, it will seek it in another.'

"For this reason it would appear, that Victoria, a free port, will profit by what San Francisco will lose, as the shipper will find there the advantages which are refused to him here; and there (*i. e.* Victoria) will be the dépôt of the Pacific coast.' It is stated that the French merchants of San

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VANCOUVER ISLAND; ITS RE-
COLONY. BY CHARLES FORBES.
Published by the Colonial Govern-

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Sanctuary, in the prospect of being the only place where the complete Esquimalt
dispensing their next importations to Victoria; these facts are for the Esquimalt
themselves."

"Esquimalt harbour, in Vancouver Island, is the natural—the only safe
and available port in the north-west coast of America for steam mail
communication, and when the junction of the two Colonies at present, in
such things, unnatural rivals, shall have taken place, the great natural
advantages possessed by this harbour—in its position safe and commodious
—and the wisdom of its selection will be acknowledged by all."

"Her geographical position gives her commercially, and in a military
point of view, strategically, the command of the North Pacific. Her
bold and rugged shores have few hidden dangers, and the seaman, knowing
that he has safe and sure guides, can in the darkest night as in the open
day, run for his port."

"Carrying on a trade with Australia, she has thus already established
relations with three gold-producing countries. Her importance will soon
be felt on the distant shores of Russian Asia, of Japan, and in the China
Seas, from whence an important immigration has already set in; and
when the wealth of the Pacific Islands comes to be developed, Victoria
will be the emporium of their trade for the supply of north-west America.
An outpost of the mother country, dockyards will receive and refit the
ships that protect her commerce and the honour of her flag, to the golden
region and fertile plains of British Columbia. Vancouver Island will be
'as the strong man armed that keepeth the door.'"

"In the vegetable kingdom, the following list of trees and shrubs will Timber,
give some idea of the great variety found in the Island, although the ac-
count must be necessarily circumscribed and confined to those possessing
economic value. Many have been already cursorily given in the descrip-
tion of the Cowichin and other agricultural valleys and districts on the
east. On the west, along the whole coast are found—white fir, spruce fir,
balsam fir, white pine, yellow pine, cedar, alder, vine-leaved maple, broad-
leaved maple, willow, dogwood, yew, a tree resembling the Scottish larch,
yellow cypress, crab apple, cottonwood, hemlock oak, &c.

"The Douglas pine, a yellow fir, called sometimes by wood-men the S. m.
'Oregon red pine,' is the most important of all the trees above design-
ated by their popular names. It grows to an immense size, and is one of
the best woods for large spars known. It can be obtained of one hundred
feet in length, and has squared 15 inches at the top; it is the most valuable
timber, and may be procured in any quantity. This is the tree of the

Colony, and is probably worth all the others put together. This wood is a right broker, shipped to San Francisco, the Sandwich Islands, down the South American coast, and in great quantities to Australia; and this is the wood, which, since the diminution of Muga spars, has been so prized in Europe for masts.

The French, Spanish, Sardinian, and Dutch Governments have been supplied with masts and spars. In the English merchant service they have been largely used, and have given great satisfaction, being universally considered the finest masts ever imported.

Quality of
Spars.

"The extraordinary size, straightness, and uniform thickness of the trees, their strength and flexibility, the regularity and beauty of the grain, their durability, freedom from knots and sapwood, place them almost beyond competition in point of quality, and especially fit them for the masts of large vessels.

Timber.

"But there is a good white pine in Vancouver very much like the Eastern pine, (called *pinus strobus* or Weymouth pine,) and cedar on the west coast can also be got clear, and would, no doubt, do for fine work. For masts and for heavy rafters and other important parts of the wood-work of houses, there is no better wood in the world than this,—the yellow fir, the *Abies Douglassii* or Douglas pine,—and if a sufficient supply of good clear cedar and white pine for fine work can be found on Vancouver Island, then the Colony can command two important sources of supply for all accessible markets.

"The balsam fir resembles the balsam fir of Canada, but is larger, and possibly, balsam may be obtained from this tree as well as from the Canadian.

"The white pine of commerce has been spoken of; it exists on the west coast of Vancouver, in belts of some miles in length.

"Yellow cypress yields a fragrant wood, close grained, and capable of a good polish.

"The oak found in the southern part of the Island is small in size, but admirably adapted for ship's knees, &c.

"The timber of Vancouver is nowhere surpassed, and the supply is inexhaustible, except in so far as obstacles may exist for its transport to the sea. The report on its qualities by the French Authorities in the Imperial Dockyard at Toulon, of which a translation is given, is very interesting and instructive, showing clearly the great value of this splendid pine, of which a large export trade is in the shape of masts and spars of the largest size, and in lumber."

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*"The flexibility, resistance, and density of Masts from Vancouver Island,
compared with Masts from Riga."*

"The principal quality of the woods is a flexibility and a tenacity of
of fibre rarely met with in trees so aged; they may be bent and twisted
several times in contrary directions without breaking.

"Several poles of the greatest length having the end at the foot and
the top of the tree cut off, were tried comparatively with poles of the
same dimensions cut from a Riga spar of first class, and the following
results were found:—

	Vancouver Pine.		Riga Pine.	
Maximum degree of bending before rupture at the foot...	0m	025	0m	025
At the head	0	010	0	016
Mean	0	022	0	021
Charge of rupture (per centimetres, squared at the foot)	28k	75	21k	00
At the head	16	11	19	08
Mean	19	93	20	24
Density of the wood at the foot of the tree	0	636	0	726
Density at the head	0	478	0	523
Mean	0	557	0	620

"These experiments give a mean almost identical for the bending
and breaking of the two kinds of wood, while the density differs notably
to the advantage of the Vancouver wood.

"The only question still undecided is that of durability. The masts
and spars of Vancouver are wood rare and exceptional for dimensions
and superior qualities, strength, lightness, absence of knots and other
grave vices.

"(Signed) L. A. SILVESTER DU PERRON,
"Chief Engineer of the 3rd Section.

Toulon, September 21st, 1860."

"The fisheries are inexhaustible, the timber is unrivalled, and the Fisheries
coal is the best on the whole North Pacific coast. Salmon in millions,
of many species, abound in all the seas, lakes, and streams of the island
and neighbouring continent.

"Cod, the true "Gadus," is found on the west side of the island, and
there is reason to believe that the great bank, described as extending
off and around the north-west extremity of the Island and Straits of
Juan de Fuca, will prove to be fishing-ground rivalling those of New-

land. This fish averages about 2½ feet in length, with a girth round the shoulder of 18 inches. It is well flavoured and good eating.

Trout is plentiful at the mouth of the Fraser, and runs to an immense size.

Herring is another common fish, not so full flavoured a fish as the herring of the European coast. It is less suited for salting, but makes a most excellent bloater, equal to anything exported from Europe. This will prove a very important and remunerative branch of industry.

The Fisheries are very promising, and will be an important element in the prosperity of the Colony. They form an exceptional case as regards Indian labour, for in such an occupation as this the natives will work freely, and better than a white man. Salmon, Cod, Halibut, Sturgeon, Herring, &c., may all be caught in great quantities and prepared for export.

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EXTRACTS FROM "FOUR YEARS IN BRITISH COLUMBIA AND VAN-
COUVER ISLAND," BY COMMANDER R. C. MANN, R.N., F.R.G.S.
John Murray, 1862.

Each new admiral that is appointed to the North Pacific, and who has not been to be more and more impressed with the evident value and importance of Esqui-
malt as a naval station. It is to be regretted indeed that the neighbourhood has not been reserved by the Government, and that the steps were not long ago taken to develop its resources. Had, for instance, a floating dock been built in 1858, it would by this time have more than paid for its construction; we should not be dependant, as we are now, upon the American dock at Mare Island, San Francisco, for the repair of our ships of war. During the four years of my service on this station, such a dock would have been used on five occasions by Her Majesty's ships, and at least a dozen times by merchant vessels, who, as it was, were put to great inconvenience and even danger. For instance, when H.M.S. 'Hecla' ran ashore in the autumn of 1861, we were a fortnight at Esqui-
malt patching her up, before we ventured to take her to San Francisco, whither after all we had to see her conveyed by another man-of-war. This occurred too, as it may be remembered, at a time when war with the United States seemed imminent. Had it broken out, the 'Hecla' must have been trapped, and the services of a powerful steamer would have been lost to the country.

"Very possibly, could the future have been seen, Victoria would not have been selected as the chief commercial port of Vancouver Island. But the selection has been made, the town is built or building, the commerce already attracted. The fact must be regarded as accomplished beyond the possibility of change; and the only thing that can be done is to connect it with the harbour of Esquimalt, towards which task the natural formation of the country lends itself admirably."

"Some effort had, however, been made to connect the two places. As I have before said, in 1859 the country was impassable, and the only communication possible was by creeping round by the shore and crossing the head of the inlet in a canoe; but now we found a broad road carried from Victoria to the Naval Hospital, passing through what has since become the site of Esquimalt town, with branch ways to several important points of

our gold fields does not bear that proportion which we would wish to see. This of course is not for want of material to be worked up and exportation—for of that the supply is unlimited. We need only allude to the timber by which both island and mainland have made a relatively small use yet made of them to show that it is not to be occupied in the manufacture of resin, not to speak of ship-building, for which we have such admirable facilities. Then we have along the whole of our territory up to the coast may say untouched, except for the purpose of our local wants, but capable of being made to produce, and giving employment to thousands, everything necessary for curing them at our wharves. Our forests furnish us with staves for barges of Salt Spring Island require only to be cured with all the salt we can consume. Quite a commerce is done at San Francisco in shipments of fish salmion,—to China, Mexico, and various other parts of the world.

In respect ought to be, equal if not superior to that of a population anything near as large as that of the larger and more varied field of fishing ground, and the fish ought to be superior in quality."

November 25th, 1862.—*Mr. Nicol's Application*
Enclosing a communication from C. S. Nicol, requesting encouragement the Government was prepared to grant to any who propose to construct a railway between Esquimalt and patent slip at Esquimalt harbour, &c., came

that it was not the business of the Government to use for the purpose of promoting private enterprise, either sarcastically upon the dictation of the letter, the Government be prepared to undertake to pass a bill of Assembly?"

that the applicant should petition the House for a bill, even though the enterprise were of a public

"Mr. HELMCKEN said he did not believe that Mr. Nicol intended exactly what his words implied. The construction of a patent slip was a project of importance, and he thought there was no reason why an Act should not be passed, enabling a company desirous of consummating such an enterprise to acquire a location suitable for the purpose, in the same way as lands for a railway. Railway and Dock.

"On the motion of Mr. Cary it was resolved—That His Excellency be informed that the proposition made by Mr. Nicol was too indefinite to enable the House to express an opinion as to its merits.

Dr. TOLMIE's resolution, soliciting the Governor to proclaim that he would make grants of timbered land to persons establishing saw mills thereon, was next taken up. Timber.

"Mr. CARY thought it was too much the practice of the House to step beyond its legitimate duties, and in this case it was best to recommend advertising.

Mr. TOLMIE considered it was advisable to make such opportunities as the lumber trade presented, generally known.

"Mr. FRANKLIN said he had one great objection to the resolution: it invited the Governor to proclaim certain disposal of the lands, when such matters should be controlled by that House. Whatever action was taken with respect to this resolution, the colony at large would be compromised. He was strongly in favour of every encouragement being afforded to the branch of industry referred to, but it was necessary to be cautious. The pre-emption law which he had favoured, was the result of a proclamation, when such a measure, carefully defining its provisions, should have been regulated by the Legislature. He objected to grants being made; such a course might impede settlement by pre-emption. He favored the Governor being requested to proclaim the granting of licenses for the cutting of timber.

"Mr. HELMCKEN did not apprehend that the dignity of the House would be compromised in any way by the passage of the resolution.

* Dr. TOLMIE consented to adopt the suggestion of Mr. Franklin, and amended the resolution to read that His Excellency be solicited to proclaim that licenses to cut timber will be granted to parties establishing saw mills on Vancouver Island upon unsold and unpre-empted lands,

"The resolution, thus amended was carried unanimously."

December 2nd, 1862.

"Our Growth."

Shipping.

"We do not trade with the people of our Island and British Columbia alone. We are the commercial mart for the Sound, and are for the whole north-west coast, north of San Francisco. Our system has proved to a demonstration, the advantages to be derived from it. Young as we are, it enables us to compete for direct trade even with San Francisco. The large number of vessels consorting from England, the ready sale and good prices obtained for our cargoes, show how our trading capacity has increased, and the position of light with which we must henceforth be viewed abroad. We are now directed towards this port as a distributing depot; that we must retain, and as our population increases, and as the population of Oregon and Washington Territory, which have received large supplies of goods this year increases also, we shall be able to supply at this port the vessels with a return cargo of the productions of these colonies. We have spoken of our direct trade with England—our coasting trade with San Francisco have equally given proofs of the importance during the past year."—*December 2nd, 1862.*

"Our capabilities and our wants."

Capabilities and wants.

"Among the chief difficulties which every new country has to contend with, are the want of capital and population. The influx of population, however, corrects the latter. Notwithstanding our rich gold fields, we are no exception to the general rule. As these Colonies are teeming with all the elements of wealth, in the absence of a sufficiency of the above requisites, it is as yet undeveloped. Now this should not be. The capitalists of the world are often unable to find safe and profitable employment for their capital, have only to turn their attention towards this Pacific coast, and they will find as fair a field for its investment as was presented by any country. For commerce, manufactures, and agriculture, there is room for unlimited extension. Our progress must be more or less retarded from time to time, from the want of a sufficient amount of money to meet the constantly increasing demand. The rates of discount charged by our chartered banks, ranging from one and-a-half per cent. for thirty days to two per cent. for ninety days, and still higher rates exacted by private capitalists,—show what a field there is for the profitable investment of European capital. And this, notwithstanding the ever-increasing production of our gold mines, must continue to be the case.

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"In addition to the vast extent of these Colonies, and consequent capabilities and wants, dispersion of capital, anyone who is acquainted with the all-active character of a gold producing country, must be aware that there is not likely for some time to be much money to spare for enterprise; strictly unconnected with the search for the precious metals. In old countries, things have been built up for generations; in a new country like ours, the process is only commenced. To aid in this construction, we want to see moneyed men, not only send their capital here, but come here themselves with their families. Here they will find a fine climate and plenty of ground to work upon. Our splendid harbours, geographical position, as the future Britain of the Pacific, our immense beds of coal, our copper, our iron, as has been anticipated, do exist in abundance. We learn from a private source that a whole mountain of iron has been recently discovered. Our vast forests of the finest ship-building timber in the world; our fishing banks; all these, not to speak of our mines of gold and silver, are resources which need the magic touch of capital to reproduce in the Pacific the scenes that meet ones view in that Island-hive of nations off the western coast of Europe. It is needless for us to go into details as to what might be done here. A few raw materials we have just mentioned have contributed to make England what she is—the chief manufacturer and trader in the world. What is to prevent us, of the same race, and in a similar climate, and geographical position, from having our great manufactories of iron and copper, our shipyards; and from these are railways and shipping to open up the road to the east, to connect China and Japan with Europe; to supply the southern coast of America with manufactures of various kinds, and the ever-increasing steam marine of China with coal. All this, and more than we can mention can be done. We want only the men and the money. These we hope are long to see."

April 28th, 1863.

"Grants of Land for lumbering purposes."

"Of the importance of the object sought to be attained by Dr. Tolmie in the resolution brought by him to the notice of the House of Assembly, the other day:—That His Excellency the Governor be respectfully solicited to order that grants of timbered land be made to parties establishing saw mills thereon—no one can entertain a shadow of doubt. It must be a source of regret to every one who has the good of this country at heart, that such vast resources as we possess should be so entirely undeveloped. When we look abroad and compare our condition with that of other new

Railway.

the road. At that time this road fulfilled its purpose moderately well but later, when the rush to British Columbia commenced, it broke down miserably, and it was, in the autumn of 1861, when I left, a disgrace to the colony. In the winter it was practically almost useless, and the waggons had to take to the grass by the side, with what result may easily be imagined; and when the mails were expected, the express-men and waggon drivers had to go over the ground the day before and patch it up sufficiently to enable them to get to Victoria at all."

Timber.

"The following is a list of trees found at Barclay Sound, as given by the wood-men employed there by the Mill Company already spoken of. I give first the local names; the scientific being appended as far as they are known, by Dr. Lindley:—

Yellow fir, or Douglas pine, sometimes mis-named }	
Oregon pine.....	Abies Douglasii. }
White fir	probably Abies alba.
Spence fir.....	probably Abies nigra.
Balsam fir.....	Abies balsamea.
Willow fir.....	Salix rostrata.
White pine	Pinus monticola.
Yellow pine	
Cedar	possibly Juniperus occidentalis.
Alder	probably Alnus viridis.
Dogwood	Cornus alba.
Yew.....	Taxus baccata.
Crab apple	Pyrus rivalaris.
Maple, two kinds.....	Acer macrophyllum, and probably Acer rubrum.
Hemlock	Abies Canadensis.
Cotton wood.....	Populus balsamifera, or Populus montifera.
Aspen	Populus tremuloides.
Arbutus	Arbutus procera.
Yellow cypress.....	Thuja gigantea.

Spars.

Foremost among them stands the Douglas fir, (*Abies Douglasii*) named after its discoverer, David Douglas, the botanist. As timber for spars or plank, this tree is unequalled. It grows to the height of 200 to 300 feet, and usually as straight as an arrow. This wood has been planted in several places in England, and should become one of the common trees of the country. The value of this wood for spars has been tested and

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Abies Canadensis.
Populus balsamifera, or Populus
 montifera.
Populus tremuloides.
Arbutus procera.
Thuja gigantea.

...the Douglas fir, (*Abies Douglasii*) named Douglas, the botanist. As timber for spars and arrow. It grows to the height of 200 to 300 feet. This wood has been planted in and should become one of the common trees of this wood for spars has been tested and

reported on by the engineer of the French Dockyard at Charbourg, whose report was greatly in its favour. As plank, it is equally fine. Dr. Lindley tells me he has two planks, about 20 feet long each, which have been in his house in a room where there is constantly a fire, since 1827, and that neither of them has warped or shrunk the least since they were first placed there. The following extract relating to the Douglas fir, is from the *Gardeners' Chronicle*.—"We now know that this most beautiful tree, the Douglas fir, is unsurpassable in the qualities which render timber most valuable. It is close grained, strong, elastic, light, and acquires large dimensions in congenial climates. It thrives everywhere in the United Kingdom, except the extreme north, and is, therefore, of all trees, that which most deserves the attention of planters for profit; to which we may add that no evergreen surpasses it as an ornament of scenery. Little or nothing was known of the Douglas fir until it was brought into notice by the Horticultural Society, which received its seeds from the hardy collector whose name it bears, and distributed some thousands of young plants among its Fellows. As this happened about five and thirty years ago, there must already be an abundance of good specimens in the country. The purpose of this notice is to increase them to the utmost, by inducing landed proprietors to substitute the Douglas fir for the very inferior spruce."

"The Douglas fir makes its first appearance in the mountains of Northern Mexico, in the county near the Reale del Monte mines. Thence it follows northwards the western slope of the Rocky Mountains, at least as high as the now celebrated but savage Caribac, or Cariboo gold-fields in British Columbia. Douglas, the collector, who crossed the Rocky Mountains a little to the south, through the Committee's Punch-bowl Pass, reported that it formed vast forests there on the lower ranges, and struggled upwards till it became mere scrub. We ourselves had till lately bark of the tree from those desolate regions fully six inches thick.

"A spar of this fir, more than 200 feet high, has been erected in the Royal Botanic Gardens at Kew; and sections, cut at intervals of fifteen feet, of a tree 309 feet long, were sent to this country for the International Exhibition. A horizontal section of another tree having been sent for the same purpose, a careful examination of it was made to ascertain its age and rate of growth. The result of this examination, which has appeared in the "*Gardeners' Chronicle*," will be found interesting.

Spus.

The diameter is 6 feet, viz., 31 inches on one side, 38 on the other.
 The rate of growth on the 31 inch side has been as follows:—

The first 2 inches across were made in.....	7 years.
The second " "	9 "
The third " "	12 "
The fourth " "	19 "
The fifth " "	17 "
The sixth " "	23 "
The seventh " "	16 "
The eighth " "	17 "
The ninth " "	14 "
The tenth " "	18 "
The eleventh " "	24 "
The twelfth " "	21 "
The thirteenth " "	24 "
The fourteenth " "	24 "
The fifteenth " "	31 "
The sixteenth " "	36 "
The seventeenth " "	42 "

Or 31 inches in semi-diameter in 351 "

"It is as well to remark that this British Columbian fir, although three centuries and a half old, and although for the last forty-two years it increased little more than one-tenth of an inch in diameter yearly, 'is perfectly sound to the heart.' Foresters will understand the importance of this fact."

Timber.

"The white fir (*Abies Alba*) is poor compared with the Douglas, though the trees are often a considerable size.

"The white pine (*Pinus monticola*) makes very good plank for building purposes.

"The yellow cypress (*Thuja gigantea*), which abounds more in the north than the south of the Colony, is a very useful wood, light, tough, and elastic; it makes the best plank for boat-building that I have ever seen. Its leaf differs from that of the other or common cypress (*Thuja occidentalis*) in being convex on both sides.

"For ornamental purposes the bird's-eye maple (*Acer macrophyllum*), dogwood (*Cornus alba*), cedar (*Juniperus occidentalis*), and arbutus (*Arb. procera*), are all valuable.

t, viz., 31 inches on one side, 38 on the other.
Each side has been as follows:—

cross were made in..... 7 years.

"	"	 9	"
"	"	 12	"
"	"	 19	"
"	"	 17	"
"	"	 23	"
"	"	 16	"
"	"	 17	"
"	"	 14	"
"	"	 18	"
"	"	 24	"
"	"	 21	"
"	"	 24	"
"	"	 24	"
"	"	 31	"
"	"	 36	"
"	"	 42	"

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cedar (*Juniperus occidentalis*), and arbutus
luable.

"The maple and cedar are very plentiful, and the latter grow to a finer
great size.

"I have been favoured by my friend, Dr. Wood, of H. M. S.
'Hecate,' with the following remarks upon the natural history of the two
Colonies. I have much gratification in being able, by Dr. Wood's
friendly compliance with my request, to lay before the reader information
so trustworthy and valuable.

"Betulaceae, Birchwoods. The common birch is of small size to the
southward; in the northern parts of British Columbia it is known as the
'Canoe birch,' is abundant and of large size, and is hard and durable.

"The common alder grows to a large size, and is a useful wood for
turners.

"Pinaceae, conifers. In this order are found yew trees, juniper bush,
the Scotch fir, spruce fir, the Douglas pine, the white pine of commerce,
Pinus Weymouthii, Canada pine, balsam pine, the 'red cedar,' and the
'yellow cedar.' The most remarkable point in the forest trees of both
Colonies is in the profusion of trees of this order, and the immense
height and size they attain. The Douglas pine can be obtained anywhere
200 feet in length, and I have seen trees that would square 45 inches
for 90 feet. This pine makes the best spars for ships. The 'white pine,'
I am told by those preparing it, is equal to that of the Eastern States of
America. From the bark of the 'red' and yellow cedar articles of
wearing apparel, ropes, &c., are made: the plank of the latter tree
yields a close-grained, beautiful wood; specimens of it made into boxes
have been sent to the International Exhibition."

"In speaking of the resources of these Colonies, the immense supply
of fish of all kinds must not be omitted. The quantity of salmon is
almost beyond description; but it will give some idea of it to say that a
Hudson Bay Company's Officer, who lived many years on the Columbia,
told me that on a sudden falling of the water such numbers were left on
the banks as to cause the river to stink for miles."

"The fish of Vancouver Island and British Columbia require an
extended experience in mine to do justice to them. I cannot, however,
but think that, among the domestic resources of both Colonies, fish are
equal their value. The seas and large inlets, the bays and fjords, are
usually alive with fish. Salmon, cod, halibut, sturgeon, herring, trout,
white perch, hake, carlin, anchovy, flat-fish, dog fish, &c., are all
found. The houlakar, so called by the Indians, the latter the name of
its appearance with unerring regularity in various parts of the

of the coast for a few days only, and is taken in shoals; it is so fit on its arrival as to defy ordinary cooking, melting by the heat. It is pressed for oil by the natives, who trade with it in British Columbia with the inland tribes, and is also dried, in which state, lighted at one end, it makes a capital torch, and is constantly used as such by the Indians. The oil has been used medicinally in place of cod liver oil, and I have seen the happiest effects from its administration. So numerous are the salmon that rivers become off-nive from the putrid bodies of those who have failed to make their way up the 'falls' of the various rivers. 'Tons weight of halibut may be caught in a day.'

'Some idea of the numbers of salmon in these parts, and of the prodigality of the Hudson Bay Company under the old *régime*, may be gathered from the fact told me by one of their officers, that before he took charge of the post 3000 salmon were used annually as manure for the garden. I take it that pickling salmon here would be a very lucrative speculation. The fish can be bought for a leaf of tobacco each, and as forty of these leaves compose a pound of that herb, a fair margin of profit is left. Including the packing, they might be cured at a cost of from one-and-a-half dollars (6s. 3d.) to two dollars (8s. 4d.) a barrel. The price obtained at the Sandwich Islands, where the Company at one time carried on some little trading of this sort, averaged fourteen dollars (£2. 18s. 4d.) a barrel. The Hudson Bay Company, however, are shy at embarking in any but the fur trade; and perhaps they are right. Companies are proverbially unlucky in trade, and the opportunities neglected and thrown away by this one during the last few years have astonished every merchant who has visited these parts. I should add that 2000 barrels might be obtained annually at Port Rupert, and as much more at almost every inlet in the island.

'The herring literally swarms over the harbours in myriads; nothing can give a better idea of the number of those fish than the way they are caught. A dozen or so of sharp nails or spikes are driven into a flat piece of wood 16 or 18 feet long, and 2 or 3 inches broad, making an instrument like a rake; an Indian sits on the bows of his canoe, and dipping this down perpendicularly under water sweeps it along towards the after-end of the canoe, pinning some six or eight fish on the nails each sweep he makes. Every time he brings it up he turns the nails points downwards, and gives the rake a tap on the gunwale, which knocks the fish off into the bottom of the canoe. In this way a man will often half fill his canoe in an hour or so.'

EXTRACTS FROM
ISLAND AND BAY
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Longman, and

'Esquimaux level selected by Government, size, it is capable of number of smaller required, the inner into a second Ham ingre and egress, a rival, and appear have made a long ing-point for a line

'The harbour improvement at su admitted to be the be said to be the miles. The water only 600 yards a be half the long been attended

'Of small fish that which is t. succeeded by s August. The in usually taken in the striped salm definite variety.

'Here, that they None ever r berches, and the rights up to fif Europe, and in

ly, and is taken in shoals; it is so fit on smoking, melting by the heat. It is pressed out with it in British Columbia with the fish in which state, lighted at one end, it is constantly used as such by the Indians. It is in place of cod liver oil, and I have seen its administration. So numerous are the fish from the putrid bodies of those who die at the falls of the various rivers. 'Tons of fish in a day.'

of salmon in these parts, and of the pro- Hudson Bay Company under the old régime, may be seen by one of their officers, that before the salmon were used annually as manure for growing salmon here would be a very lucrative source of income. I have bought for a leaf of tobacco each, and as a pound of that herb, a fair margin of profit. In packing, they might be cured at a cost of 3s. 3d. to two dollars (8s. 4d.) a barrel. On the Sandwich Islands, where the Company at one time sold this sort, averaged fourteen dollars a barrel. The Hudson Bay Company, however, are shy at the trade; and perhaps they are right. Company in trade, and the opportunities neglected during the last few years have astonished me at these parts. I should add that 2000 barrels at Port Rupert, and as much more at Port

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EXTRACTS FROM "FACTS AND FIGURES RELATING TO VANCOUVER ISLAND AND BRITISH COLUMBIA." BY J. DESPARD PAMPHLETS. SURVEYOR GENERAL, VANCOUVER ISLAND. *Longman, Green Longman, and Roberts.* 1860.

"Esquimalt harbour has, we are told (*Times*, March 15th, 1860) been selected by Government as the naval depot of the Pacific; if true, a better ^{Esquimalt Naval Station} and Dockyard. selection could not have been made; for, though not first class in point of size, it is capable of holding at least a dozen ships of the line, with any number of smaller vessels, which, if additional accommodation were required, the inner basin at Sooke, not far off, could readily be converted into a second Hamoa. In point of shelter, holding ground, facility of ingress and egress, dock sites and wharfage, Esquimalt harbour is without a rival, and appears to be the natural port of entry for sailing ships which have made a long sea voyage to either colony, and to be the proper starting-point for a line of steamers connecting with British Columbia."

"The harbour of Victoria is far from perfect, but is capable of vast improvement at small outlay; besides it almost joins Esquimalt harbour, admitted to be the most perfect harbour on the coast. Hobson's Bay may be said to be the port of Melbourne, though separated from it by some miles. The waters of Esquimalt and Victoria harbour are, in one place, only 600 yards apart, and a line of railway to connect them would be half the length of the Melbourne and Hobson's Bay Railway, which has been attended with such remarkable success."

"Of small fish, salmon in millions ascend the rivers, the most valuable of which is that which is taken from the middle of April to the end of July. This is succeeded by small eight pounds salmon, which is taken from June to August. The next is the large white salmon. These three kinds are usually taken in main streams or in large lakes. Besides these there are the striped salmon, the humpback, the hucknose, and salmon trout in infinite variety. So dense are the shoals of salmon that ascend the rivers, that they can often be taken with a string hook tied to a stick."

"None ever return, they spawn, the waters receding leave them in the beaches, and the banks are covered with the dead. They are found of all weights up to fifty pounds. In flavour the best kinds are equal to those of Europe, and in richness superior, the other kinds are not so good."

"P. 514. On above the waters found with halibut, cod, skate, flounders, herrings, dog-fish, and others too numerous to recollect."

Fisheries

"Fish, chiefly salmon, are very abundant in the harbour and up the Nainaimo or Quanaquamet river. In the fall of the year the salmon ascend the river in large shoals, when they may be readily speared, shot, or caught in nets in any quantity. They are very rich and fat, and equal in all respects to the best salmon of England. Halibut and cod are caught on the sand banks not far from Nainaimo.

"The salmon is abundant both upon the coast and in the rivers, and, with the herring fisheries, will unquestionably form a lucrative branch of employment to a proportion of the future population. Coal fish and numerous other kinds are also taken by the Indians."

EXTRACTS FROM "THE YEAR BOOK OF FACTS IN SCIENCE AND ART."
 BY JOHN TIMBS, F.S.A. *Printed by W. Kent & Co. (late D.
 . Rogers), 86, Fleet Street. 1860.*

“EXTRAORDINARY TIMBER.”

Pinus
Douglasii.

Sparg.

“More specimens of timber recently imported from the north-west coast of America, have been exhibited at the Institution of Civil Engineers, by Mr. G. R. Burnett. It was observed that the quality and dimensions of this timber, which came from near Vancouver's Island and the district bordering upon British Columbia and California, appeared to be such as to justify rather more than the passing notice hitherto given in the technical journals of the metropolis. There are now lying in the Commercial Dock between fifty and sixty logs of this timber, upwards of

ice, are found in abundance on the sand
 shore, and with halibut, cod, skate,
 others too numerous to recollect."

ENGINEERS IN CHARGE OF SURVEY OF
 VALLEY, TO J. D. PEMBERTON, Esq.,
 Printed by Queen's Printers, and Pub-
 lished in London, 1859.

very abundant in the harbour and up the
 river. In the fall of the year the salmon
 when they may be readily speared, shot,
 or taken by net. They are very rich and fat, and equal
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BOOK OF FACTS IN SCIENCE AND ART."
 Printed by W. Kent & Co. (Late D. & C.)
 1860.

ORDINARY TIMBER.

Timber recently imported from the north-west
 exhibited at the Institution of Civil En-
 gineers. It was observed that the quality and
 quantity of timber from near Vancouver's Island and
 British Columbia and California, appeared to
 be more than the passing notice hitherto given in
 the metropolis. There are now lying in the
 docks and sixty logs of this timber, upwards of

100 feet in length, and one log at least 22 feet in diameter. There was
 one log in particular, which was 120 feet long, perfectly
 straight and round, apparently free from all knots or shakes, and
 measuring 39½ inches on the side at the middle of its length. At the
 butt end it was nearly 4 feet square; and at the taper end it was
 about 2 feet 4 inches square; and it contained 1400 cubic feet, or up-
 wards of twenty-six loads. No experiments had been made on the
 specific gravity or on the strength of this timber, but from the manner in
 which it floated, it would appear that its specific gravity was about the
 same as that of yellow pine. The strength would appear to be equal to
 that of the best crown Memel, if an opinion might be formed from the
 way in which some planks had been bent, and the conditions of elasticity
 indicated under such circumstances. For bridge-building, roofing, and
 scaffolding purposes, it was suggested that this North-western American
 fir would be of great value, on account of its length and its remarkably
 uniform character. Some light spars of the same kind, of wood, about
 110 feet long and 15 inches diameter at the butt end, had also been im-
 ported from the same coast. The price of the very long spars was, at
 present, about six shillings per foot cubic. This was high, but no doubt
 it would hereafter be diminished. The price of ordinary lengths was
 nearly the same per foot cubic as that of the best crown Memel deals.
 Attention was directed to the number and closeness of the annular rings
 which indicated that the trees were of slow growth; and it was thence
 inferred that the wood would probably be durable. It was suggested that
 it would be desirable to make some experiments of an authentic character
 on the properties of this timber."

"The following particulars of gigantic timber in the above docks have
 been communicated to 'The Builder' journal by Mr. Nathaniel Gould,
 F.S.A.:-

"Our attention has been called to an importation of three cargoes of
 mast-pieces of timber, discharged in the Commercial Docks, Rotherhithe.
 The sizes, both in length and square, are so unexampled as to be worthy
 of record. One vessel, indeed, the "Bostonian," of 1000 tons, has spars
 of a magnitude that we believe were never before made. Timber of com-
 parable size; they run from 90 to 140 feet in length, and from 26 to 40 inches
 square. One mast contains twenty-eight loads, weighing about thirty
 tons, and is (as are most of them) nearly as straight as a ruler, and
 without a knot; being 139½ feet long and 39½ inches square. When
 felled it measured 316 feet to the branching top, and for 150 feet was

Timber.
Spars.

without any branch at all. It was squared to 41 inches, but was of necessity reduced to 39½ inches to admit of its entering the ship's bowport."

"The quantity of timber in this enormous tree is worthy of notice; call it 310 feet by 41 inches square, it would contain 3502 cubic feet, or 70 loads 2 feet as squared, or 116 loads as round timber. It would saw into 2050 boards of 41 inch wide, 4 inch thick, and 12 feet long; or, allowing about 12 per cent. for waste in sawing, 1800 boards, 36 inches wide by ½ inch thick and 12 feet long.

If laid out quite close it would cover 72,000 square yards, or 1 acre, 1 rood, 2 chains, 6 poles, 10 yards; or allowing for unavoidable interstices, about 2 acres and a quarter.

"It is difficult to imagine a tree half as high again as the Monument before its branches out.

"These masts are considered worth from £12 to £14 per load, and, we understand, are secured for the British Navy; and it is said that the longest may perhaps be raised as a flag-staff at Windsor.

"The quality of the timber is not precisely white pine, red pine, pitch pine, hackmatac, or cedar, having, in some respects, the qualities of each, and inclining perhaps to red pine. It swims lighter than pitch pine, has beautiful figure, and in taste a small degree of acidity. It, however, appears not to have the peculiar character of the 'Wellingtonia gigantea,' as the specimen of the wood is exhibited at the Crystal Palace. The discharging of these enormous sticks from the vessel has been attended with great difficulty and expense, and not altogether without danger."

EXTRACT FROM SPEECH OF BISHOP OF BRITISH COLUMBIA AT YARMOUTH, 17th AUGUST, 1863. — See "*Norfolk Chronicle and Norwich Gazette*," August 22nd, 1863.

Fisheries.

"With regard to fish there were various kinds; the principal was salmon. They were exceedingly plentiful, and he had seen them as long as his stick, quite as fine as were to be seen sometimes in the shops in London. They came in shoals like the herring, and when he had been in a canoe, the boat frequently knocked against them; his canoe men often knocked them on the head and pulled them into the boat, and if a net were put

down they could come to looking at the surface of water. Then the herring of enterprise. They did men, by going forth a con boats alongshore, and on But he felt sure that, at no done in this pursuit, when prison. A man instance of he was over of a settler's give him something fresh, should and get some fish; of a short time she return

EXTRACT FROM "THE

"It is true, that if all water for so many ships ground for docks in a Burrards Inlet, which Westminster."

"Esquimalt is near the that a lighthouse is place Royal Bay, just outside, veniences, it possesses gr harbour in the Pacific O east than any other har secure; and it is well sit into the Straits of Juan, "Port San Juan," situ possesses important facil and capable of anchoring ships could blockade the like, while Esquimalt is assistance.

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SHIP OF BRITISH COLUMBIA AT YAR-
— See "Norfolk Chronicle and
22nd, 1863.

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down they could secure 600 at one haul. He had seen many in front, Elsie, looking at the surface of the water, as many as fifty jumping out of the water. Then the hearing was very glum out, but there was a great want of enterprise. They did not get the hearing as did the Yarmouth boatmen, by going forth a considerable distance at sea, but they pulled their boats along-shore, and consequently they only obtained the smaller sorts. But he felt sure that, at no distant period, there would be a large business done in this pursuit, when it was opened up by men of energy and enterprise. As an instance of the plentifulness of fish, he might mention that he was over at a settler's cottage, and as the hostess was anxious to give him something fresh, they told their little children to go down to the shore and get some fish; she accordingly took a basket, and in the course of a short time she returned with a quantity of the fish.

EXTRACT FROM "TIMES" CORRESPONDENT, July 26th, 1860.

"It is true, that if all that is required for a naval station be so much water for so many ships to float and to anchor in, and so many acres of ground for docks in a wilderness, these essentials are obtainable in Burrards Inlet, which is about five miles across country from New Westminster."

"Esquimalt is near the ocean, easily accessible by day and night, now that a lighthouse is placed at its entrance. It has good anchorage in Royal Bay, just outside, where a fleet could ride. Besides these conveniences, it possesses great facilities for fortifications over every other harbour in the Pacific Ocean. It could be made impregnable at less cost than any other harbour in these seas could be rendered partially secure; and it is well situated for supplying ships to defend the entrance into the Straits of Fuca, a measure, to the accomplishment of which, "Port San Juan," situated on Vancouver Island, near the entrance, possesses important facilities in having a good harbour three miles long, and capable of anchoring a fleet in safety. From this port, one or two ships could blockade the entrance, and make Fuca's Straits a British lake, while Esquimalt is close at hand to afford supplies and all necessary assistance."

New Station
and Dockyard
at Esquimalt

While the advantages of the situation of the point, let us glance at the disadvantages and inconvenience of making Burrard's Inlet the naval station.

The tedious navigation between Esquimalt and the Inlet has been mentioned. The Inlet has the additional expense of provisioning for a squadron. At Victoria the men-of-war get all they want, and at Esquimalt itself there is a bakery which supplies them with biscuit. The soldier's command from North England would be delayed considerably if he were on the coast of British Columbia. Shut up in the Inlet, the squadron would be out of the way, and distant from the points in the Straits of Juan, where its services must always be needed. Vancouver Island will be the point of attack, if an attack is made on one of these Colonies by any hostile power, as it must be secured to make the continent tenable if taken, so that if Burrard's Inlet was made the naval station, it would involve this anomaly:—that while the headquarters were over there, the ships would always be stationed here. The naval station must be at Esquimalt.

EXTRACTS FROM WEEKLY BRITISH COLONIST.—*Printed at Victoria, Vancouver Island.*

GRAVING DOCK.

Esquimalt
Naval Station
and Dockyard.

"Looking forward to the extension of our direct communication with China and the Western coast of the Pacific, it may be interesting to some of our readers to know that the port of Amoy, situated in the south east coast of China—which is favourably known to navigators in the China seas for its extensive trade, central position, ease of access, and capabilities of accommodating with safe anchorage upwards of a thousand ships—has lately had established in it a Stone Dock for repairing vessels of large draught, not exceeding 300 feet in length, which may have met with damage on their voyage.

"The Dock is substantially built of granite, is fitted with enclison gate, steam pumps, and transporting buoys. The premises include extensive carpenters' and smiths' workshops and sail lofts, which are under the superintendence of experienced European foremen. They have also

materials for the repair of copper and metal. The naval storehouse, where there is 13 feet of dock for mooring the ships.

"We have been favoured by which we call the at

Rise and fall of the
Length of dock at
Length of dock on
Depth from coping
Depth of water at
Depth of water on
Length of enclison
Length of enclison
Width of dock at
Width of dock on

"We are not in a position in view of the construction of vessels frequenting the hazard the assertion the figure considerably less answer the ends of our course, it would not be constructed, at less expense, reduce, in a proportion. Instance after instance merchantmen have suffered of the Island and Pugh's tionate increase of money. There being no dock matter of first importance with a view to serve the we connect the town price, we at once raise the commercial situation. always heavy, and the benefit, not only in the calling, but indirectly

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BRITISH COLONIST.—*Printed at Victoria,
B. p. 11.*

AVING DOCK.

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ment, docks, and boats, and dry-stone house, and contain
of copper and metal sheeting and bolts, iron, timber, and
naval stores, and dry to the equipment of vessels. The
where there is 13 feet of water in spring tides, is fitted with
derrick for masting and rigging vessels.

"We have been favoured with the following particulars of it
to which we call the attention of our mercantile community:

Rise and fall of tide	... ..	17 to 13
Length of dock at coping	... ..	316 "
Length of dock on floor	... ..	301 "
Depth from coping to sill	... ..	20 "
Depth of water at entrance, high spring tide	... ..	18 1/2 "
Depth of water on floor, spring tide	... ..	19 1/2 "
Length of caisson on dock	... ..	61 "
Length of caisson on floor	... ..	54 "
Width of dock at entrance gates	... ..	60 "
Width of dock on floor	... ..	34 "

"We are not in a position to give the cost of the dock at Amoy, but
in view of the construction of one somewhat similar for the convenience
of vessels frequenting this port, and the waters of Puget Sound. We
hazard the assertion that a dock could be constructed here of wood at a
figure considerably less than the stone dock at Amoy, and which would
answer the ends of our shipping interests just as well. As a matter of
course, it would not be quite so durable; but if it could be more rapidly
constructed, at less expense, the saving in the outlay of capital would
reduce, in a proportionate degree, the expense of repairs to vessels.
Instance after instance has repeatedly occurred in which men-of-war and
merchantmen have sustained damage on this coast; and as the tonnage
of the Island and Puget Sound increase, we may anticipate a propor-
tionate increase of marine accidents, making a dry dock indispensable.
There being no dock nearer than San Francisco, a dry dock here becomes
a matter of first importance to our merchants; and if regarded only
with a view to serve local shipping, it deserves early attention. But if
we connect the tonnage frequenting Puget Sound with such an ex-
pense, we at once raise to view the increased importance of our
mercantile situation. The disbursements of vessels when docked
always heavy, and the funds thus expended would prove of
benefit, not only in providing employment for shipwrights and
callings, but indirectly to the trade and rest of this port."

of the Admiralty, to construct a dock at Esquimaux. If any reasonable project, we apprehend that our merchants will have proposed to themselves. Already two or three of our large English firms have interested themselves in the subject, and it is not unlikely that, when able to form the impression obtaining that the project is not in such a desirable enterprise, would pay a fair annual dividend, and, under present circumstances, to induce capital to invest their money in the undertaking. Such being the case, the question seems only to await an impulse from our merchants to establish a dry dock at this port."—17th March, 1863.

RAILWAY.

Railway.

"The Esquimaux railway project came to a sudden end yesterday, at the hands of the select committee, before whom the bill was referred, in order to examine whether the handling orders of the House has been complied with respecting railway bills. So far as we can learn, the Committee had no option in the matter. The agent of the company had not complied with the orders, and, therefore, the bill had to be thrown out for the present session. The merits of the question were left entirely untouched; in fact the question 'Victoria and Esquimaux Railway or no Railway' was not mentioned. We are glad it was not thrown out on its merits; and we have hopes that the project will be entertained and passed at the next session, and its merits fully canvassed. We like the spirit—the enterprising spirit—that induces the representatives of capital to embark in such undertakings. Such men are valuable acquisitions in a new country like ours, and deserve to be met in a fair and liberal spirit. They spend money and make business. It is no fault of theirs, however, that the railway project has failed. It is not on account of asking too much or too little, but simply through the principal agent bungling the part he had to play. The notice, for instance, was issued, and afterwards new standing orders were prepared under the supervision of Mr. Cary, the principal agent of the Company but the orders did not agree with the notice, nor the notice with the orders, though the orders were made, as it was supposed, to expressly fit the notice and other preliminaries commenced by the Company. The present session is too short to allow a new notice to be filed, even if parliamentary usage did not otherwise prevent the introduction of the bill before the dissolution of the present legislature. Let the blame be laid on the right shoulders."—10th February, 1863.

CELEBRATION

"At no time quantity of political controversy centre here. No more from its extent of it felt in a considerable extent has been also American sex-pleto drug in from two to required for for England money nor that has of presents man Nor is this the people at mercial interest capital in un- larger value, thus contrib- Hitherto ve attention, there to app- But hencefo years have a other count- The purcha- Bank of Br- company wi- Panama aff- the investu- munication- our isolated of informat- assumes an

difficulty to construct a dock at Esquimalt we apprehend that our merchants will have their own say. Already two or three of us have expressed themselves in the subject, and I believe, the impression obtains that the noble enterprise, would pay a fair amount of interest under the present circumstances, to induce the money in the undertaking. Such was only to await an impulse from our dock at this port."—17th March, 1863.

RAILWAY.

The project came to a sudden end yesterday, at least before the bill was referred, in the House of Commons. The bill has been referred to the Committee. The agents of the company had their say, and, therefore, the bill had to be rejected. The merits of the question were not the question of Victoria and Esquimalt was not mentioned. We are glad it was not, and we have hopes that the project will be brought to a close, and its merits fully canvassed, in the coming session. Such men are in such undertakings. Such men are in our country like ours, and deserve to be met. They spend money and make business. It is not that the railway project has failed. It is much or too little, but simply through the part he had to play. The notice, for the purpose of new standing orders were prepared. Cary, the principal agent of the Company, with the notice, nor the notice with the notice made, as it was supposed, to expressly fit matters connected by the Company. The notice to allow a new notice to be filed, even if it otherwise prevent the introduction of the bill into the present legislature. Let the blame be on the 10th February, 1863.

TELEGRAPHIC COMMUNICATION WITH SAN FRANCISCO.

At no time, perhaps, for a long period, has there been so large a quantity of unemployed capital in England than at present. The political convulsion which has shaken her great commercial life, has not been unproductive of actions consequent upon it. No mercantile connection existing between the two countries, from its extensive character, is such as to make any such connection of it felt in more ways than one. Not only has capital ceased to be employed to an considerable extent, to be used in manufacturing interests at home, but it has been almost entirely withdrawn from investment in America and American securities. The consequence is that money has become a complete drug in the English market. Any quantity of it can be had at from two to two and half per cent. per annum. New fields therefore are required for the more profitable investment of that capital. Fortunately for England, she is not now confined to Europe for a market for her money nor yet to the United States. The constellation of the colonies that has of late years grown up under her flag in all parts of the globe presents many objects which may attract the attention of moneyed men. Nor is this the only consideration that should awaken the attention of the people at home. It must be recollected that whilst their private commercial interests may be advanced by the profitable investment of their capital in undertakings in the Colonies where money always bears a much larger value, they may at the same time advance those of the Empire by thus contributing to the commercial prosperity of her various dependencies. Hitherto we have not been in a position to excite any great degree of attention from commercial men at home. So many and wider fields were there to appeal to their notice, that we have been almost entirely neglected. But henceforth it must be otherwise. The discoveries of the last two years have sufficed to place us in a position to command the regard of other countries. English capital has made its way out here to some extent. The purchase of the Nanaimo coal mines and the establishment of the Bank of British Columbia, are items of the years' advance. One railway company will make room for more. Steam navigation between here and Panama affords another field. And yet another opening presents itself for the investment of capital in the increasing want of telegraphic communication between Victoria and San Francisco. In no way do we feel our isolated position more than in the delay that occurs in the transmission of information between the two places. In a few days the telegraph assumes an importance second only to a good postal system. A telegraphic

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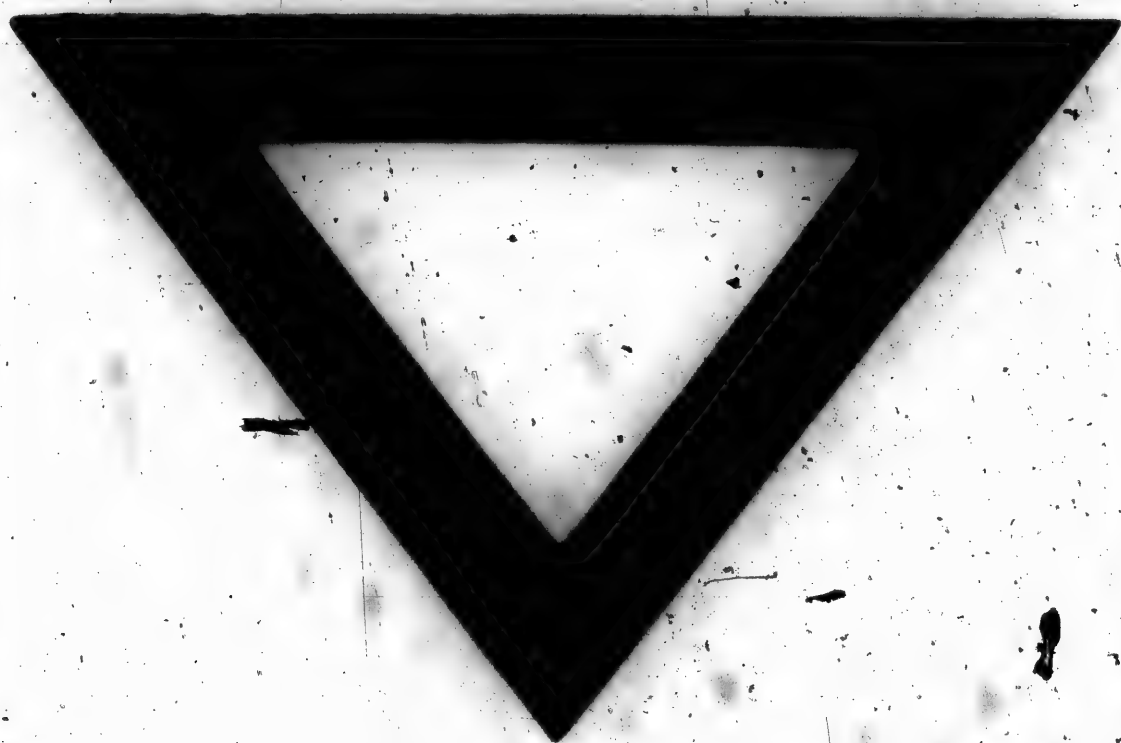
52.
we can hope to make Victoria a vast
intained in its integrity."

M.L.A.—"We must maintain our free
leavours to induce the Home Government
amers from England to this, via West
ared to give my support to all bona fide
y will be benefitted and enriched, and I
port to any measure calculated to insure
neral resources of this country, and more

—"Free trade with all the world, and
port, will, I trust, ever form the basis of
they have become the leading principles of
t Britain. New roads, railways, water works,
and wisely undertaken, shall have my most

the maintainance of the free port system."
neral development of the resources of the
uced immigration, and to afford occupation."

M.L.A.—"The wise policy of our free port
maintain, and at the same time deem it my
possible way, the commercial character of our
the valuable natural resources of the Island."
The free trade, to which, in a great measure
is due, should, in my opinion, be maintained



with San Francisco, and thence with New York, thus becomes an object whose attainment we must all desire. Our commercial relations with California, and betterly with Oregon and Washington Territory, are increasing so rapidly as alone to call for some movement towards establishing a line of telegraph that would continue to this place the connection now being maintained between Portland and San Francisco. But besides this we have the increasing number of communications on private affairs that would be sent to various ports along the line, the daily demand for the latest telegraphic news from the South and East to depend upon as a source of income to the undertaking. It may perhaps be doubted whether at the high rates of interest which, at present, rule in this place, it would just now only pay for the investment of local capital. But two per cent. per month, and two per cent. per annum may cause men to look at the project in different lights. There is plenty of room for profit between the two rates. We may not be satisfied with anything less than twenty per cent. per annum, while our English capitalist may consider himself lucky in getting six or eight per cent.

"The means of communication must, of course, be by sub-marine cable with Olympia, in Washington Territory, some eighty miles distant from this place. For although there are shorter reaches between the two coasts of the straits yet, the country on the American side is not yet sufficiently developed to allow of the line being carried over land. The course of the cable would likely be from Victoria over to Port Wilson, near Port Townsend, about 30 miles; thence up the Sound to Olympia, some 50 miles further. From Olympia to Portland, which we suppose is between 80 and 90 miles; the line could of course be easily carried along the stage road, and then the connection with San Francisco and New York would be complete. The line between Portland and Olympia requiring only to be constructed of iron wire, would cost but little—the main expense, as a matter of course being the cable. The cable between the Channel Islands and England, which comes nearest in length to the one in question, being eighty miles long, would probably give a pretty good parallel as regards cost, and perhaps for a short time as regards returns. That line, we believe, cost about £130 per mile, and is, we understand, larger than the Atlantic Cable. This, we suppose, is owing to the greater danger of its disarrangement from lying in shallow water, and from the prevalence of rough weather, causing vessels to drag their anchors. The same kind of cable could no doubt be now manufactured for £100 per mile, or perhaps under; this would make the cost of the line to Olympia,

£600. To this must be added the cost of the line between Victoria and the straits, not exceeding much over £100, and round, which would of course be very small, as the line would not require every facility for such operations as were it completed to Portland. We come to consider the project both commercially and financially a very profitable one. The per centage to English capitalists to cause our public men to take up the project, in some tangible form, manufactured of some material, and covered outside with lead, Messrs. Glass, Elliott, and White, are the among the most influential. We hope ere long to have a connection between this city and the straits, not long ago, with respect to their city—and not only by electricity, but with the probability of telegraphic communication. December 2nd, 1862.

"The shores, both on our coast-line extends inlets affording good harbours, building is everywhere, any quantity of fish is taken, too, as far as it has been of the coast. Every effort in carrying on trade is an action that can be regarded as an impediment formerly to the Indians. Much of the mentality of our vessels."

"It is one of the objects of our

San Francisco, and thence with New York, thus becomes what we must all desire. Our commercial relations with Oregon and Washington Territory, are not likely to call for some movement towards establishment of a connection now between Portland and San Francisco. But besides this, the number of communications on private affairs that will be sent along the line, the daily demand for the line from the South and East, to depend upon as a matter of course. It may perhaps be doubted whether the investment of local capital, at present, in this place, it would be a prudent investment of local capital. But two per cent. per annum may cause men to look at the matter. There is plenty of room for profit between San Francisco and New York, and not being satisfied with anything less than twenty per cent. our English capitalist may consider himself well repaid.

The communication must, of course, be by sub-marine cable. From Victoria Territory, some eighty miles distant from San Francisco, there are shorter reaches between the two cities. Yet, the country on the American side is not yet settled to allow of the line being carried over land. The line would likely be from Victoria over to Portland, about 30 miles, thence up the Sound to Olympia, and further. From Olympia to Portland, which is about 90 miles; the line could of course be easily laid, and then the connection with San Francisco and New York complete. The line between Portland and Olympia reconstructed of iron wire, would cost but little—the main part of course being the cable. The cable between the two cities, which comes nearest in length to the one between San Francisco and New York, would probably give a pretty good return, and perhaps for a short time as regards returns. The cost about £130 per mile, and is, we understand, the cost of the Cable. This, we suppose, is owing to the greater expense from lying in shallow water, and from the danger of the weather, causing vessels to drag their anchors. The cable could no doubt be now manufactured for £100 per mile; this would make the cost of the line to Olympia,

£2000. To this must be added freight, and the expense of laying it between Victoria and that place. From the shallowness of the water, not exceeding much over 120 fathoms, and the uniform calmness of the strait and Sound, which are like lakes between large mountains, the cost would of course be very little. The sum of £2000 would probably cover all, as the line would most likely be laid by the manufacturers, who have every facility for such operations. At most we cannot see how the line, were it completed to Portland, could cost more than £15,000. This, when we come to consider the great benefit it would confer upon this colony, both commercially and socially, and the certainty of its paying a good percentage to English capitalists, even at its outset, ought to be sufficient to cause our public men to bring that project before the old country capitalists, in some tangible shape. Submarine cables are now generally manufactured of some five strands of copper wire, encased in gutta-percha, and covered outside with iron wire to protect the surface from abrasion. Messrs. Glass, Elliott, & Co., of Greenwich, and Henly & Co., of Woolwich, are the among the most celebrated manufacturers of the article. We hope ere long to have to record the fact of instantaneous communication between this city and New York,—as the San Francisco papers did, not long ago, with respect to the achievement between the same place and their city—and not only with New York shall we yet be able to converse by electricity, but with Europe, for we perceive that there is still a probability of telegraphic communication between the two countries."—*December 2nd, 1862.*

TIMBER, FISH, &c.

"The shores, both of the Island and of the mainland, as far north as Timber Fishery, our coast-line extends, and beyond that, are everywhere indented with inlets affording good harbours. Abundance of timber suitable for ship-building is everywhere to be met with. Our waters and forests produce any quantity of fish and fur-bearing animals. The mineral kingdom, too, as far as it has been explored, is richly represented at various points of the coast. Every facility should therefore be given to those engaged in carrying on trade in our northern waters. No obstacles to its free action that can be removed should be suffered to remain. The chief impediment formerly existing was the hostility of different tribes of Indians. Much of this has been done away with through the instrumentality of our vessels of war."—*March 17th, 1863.*

"It is one of the drawbacks of this country that our power of pro-

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duction, apart from that of our gold fields does not bear that proportion to our consumptive powers which we would wish to see. This of course is not for want of resources, nor for want of material to be worked up and fitted for consumption and exportation—for of that the supply of various kinds is almost illimitable. We need only allude to the immense forests of splendid timber by which both island and mainland are covered, and the comparatively small use yet made of them to show how great is the field remaining to be occupied in the manufacture of lumber, turpentine, tar, and resin, not to speak of ship-building, for which, too, these Colonies afford such admirable facilities. Then we have our fisheries, extending along the whole of our territory up to Russian America, as yet we may say untouched, except for the purpose of supplying a portion of our local wants, but capable of being made to produce a very large revenue, and giving employment to thousands. Fortunately, too, we have everything necessary for curing them at our own doors. The lumber of our forests furnishes us with staves for barrels; while the brine springs of Salt Spring Island require only to be brought into use to give us all the salt we can consume. Quite a considerable trade is now being done at San Francisco in shipments of California fish,—principally salmon,—to China, Mexico, and various other countries on the Pacific.

"Our advantages in this respect ought to be, equal if not superior to those of California, had we a population anything near as large as that country; we have a much larger and more varied field of fishing ground, and from our distance north, the fish ought to be superior in quality."

7th July, 1863.

"House of Assembly, November 25th, 1862.—Mr. Nicol's Application

Railway and
Dock.

"The Governor's Message, enclosing a communication from C. S. Nicol, Esq., enquiring what encouragement the Government was prepared to give to an English company who propose to construct a railway between Victoria and Esquimalt, and patent slip at Esquimalt harbour, &c., came first under consideration.

"Mr. CARY observed that it was not the business of the Government to bring bills into the House for the purpose of promoting private enterprise, and commented rather sarcastically upon the dictation of the letter, which asked "would the Government be prepared to undertake to pass a bill through the House of Assembly?"

"Mr. FRANKLIN agreed that the applicant should petition the House for the passage of a private bill, even though the enterprise were of a public nature.

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December 2nd, 1862.

Our growth.

"We do not trade with the people of our Island and British Columbia alone. We are the commercial mart for the Sound, and are becoming so for the whole north-west coast north of San Francisco. Our free port system has proved to a demonstration, the advantages to be derived from it. Young as we are, it enables us to compete for direct English trade, even with San Francisco. The large number of vessels consigned to this port from England, the ready sale and good prices obtained for their cargoes, how our trading capacity has increased, and the important light with which we must henceforth be viewed abroad. Attention is now directed towards this port as a distributing depot; that character we must retain, and as our population increases, and as the population of Oregon and Washington Territory, which have received large accessions, this year increased also, we shall be able to supply at this port foreign vessels with a return cargo of the productions of these countries. We have spoken of our direct trade with England—our coasting trade, and our trade with San Francisco have equally given proofs of their increased importance during the past year."—*December 2nd, 1862.*

Our capabilities and our wants.

"Among the chief difficulties which every new country has to contend with, are the want of capital and population. The influx of the former soon, however, corrects the latter. Notwithstanding our proximity to rich gold fields, we are no exception to the general rule. Although both these Colonies are teeming with all the elements of wealth, yet from the absence of a sufficiency of the above requisites, it is as yet almost entirely undeveloped. Now this should not be. The capitalists of Europe, who are often unable to find safe and profitable employment for their surplus capital, have only to turn their attention towards this portion of the Pacific coast, and they will find as fair a field for its investment as ever was presented by any country. For commerce, manufacturing, mining, and agriculture, there is room for unlimited extension. All, however, must be more or less retarded from time to time from the want of a sufficient amount of money to meet the constantly increasing demand. The rates of discount charged by our chartered banks, ranging from one-and-a-half per cent. for thirty days to two per cent. for ninety days, and still higher rates exacted by private capitalists,—show what a large margin there is for the profitable investment of European capital in this country. And this, notwithstanding the ever-increasing productions of our gold mines, must continue to be the case.

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the case.

"In addition to the vast extent of the Colonies, and consequent capabilities and wants, dispersion of capital, anyone who is acquainted with the all-active character of a gold producing country, must be aware that there is not likely for some time to be much money to spare for capital exactly unconnected with the search for the precious metals. In old countries, things have been built up for generations; in a new country like ours, the process is only commenced. To aid in this construction, we want to see moneyed men, not only send their capital here, but come here themselves with their families. Here they will find a fine climate and plenty of ground to work upon. Our splendid harbours, geographical position, as the future Britain of the Pacific, our immense beds of coal, our copper, our iron, as has been anticipated, do exist in abundance. We learn from a private source that a whole mountain of iron has been recently discovered. Our vast forests of the finest ship-building timber in the world; our fishing banks; all these, not to speak of our mines of gold and silver, are resources which need the magic touch of capital to reproduce in the Pacific the scenes that meet ones view in that Island-hive of nations off the western coast of Europe. It is needless for us to go into details as to what might be done here." A few raw materials we have just mentioned have contributed to make England what she is—the chief manufacturer and trader in the world. What is to prevent us, of the same race, and in a similar climate, and geographical position, from having our great manufactories of iron and copper, our shipyards; and from these are railways and shipping to open up the road to the east, to connect China and Japan with Europe; to supply the southern coast of America with manufactures of various kinds, and the ever-increasing steam marine of China with coal. All this, and more than we can mention can be done. We want only the men and the money. These we hope ere long to see."

April 28th, 1863.

"Grants of Land for lumbering purposes.

"Of the importance of the object sought to be attained by Dr. Tolmie in the resolution brought by him to the notice of the House of Assembly, the other day;—That His Excellency the Governor be respectfully solicited to order that grants of timbered land be made to parties establishing saw mills thereon—no one can entertain a shadow of doubt. It must be a source of regret to every one who has the good of this country at heart, that such vast resources as we possess should be so entirely undeveloped. When we look abroad and compare our condition with that of other new Timber.

that have emerged from a... the reward of their production, we are struck with the vastness of the field that opens before us and how little we have as yet done to make it productive. The material of wealth is here in abundance. No country has it more easily accessible. Still, we might as well not have it for all the use we make of it. Not to speak of our animals, what room is there not for the profitable employment of capital in our fur trade, fisheries, and the lumbering business? Why need there be any unemployed in this Colony when there is so much for human labour to do? Yet our best forests of some of the finest timber in the world still balt the land round. Instead of the ringing axe of the woodsman, the principal solitude of nature is, with few exceptions, all we meet. The whole west coast of the Island still remains untouched by the hand of civilization. The land covered with timber and the waters teeming with fish invite the investment of capital. Employment for thousands could thus be had, and the whole of that vast region lined with settlements—the hives of industry. There is no question as to the possibility of such a change being wrought with a profit to all, both private and public. The vast quantity of lumber manufactured in our neighbourhood by the mills on the other side of the Sound, and even on our Island, at the Alberni mill, the ready sale and good prices it always commands, the number of men employed, the shipping engaged, the influence it exercises in attracting foreign commerce, prove this beyond a doubt. If we would learn how vast and important a business to the country lumbering may become, we have only to take a glance at what has been done in other timber countries in Eastern America—in Canada for instance. In 1852, the timber exported was valued at \$5,758,563, and in 1859, \$12,080,050, besides this, there was, of course an immense amount consumed at home. Those concerned in the business on the Ottawa river and its tributaries alone amount in number to more than 30,000. Now, there is no reason why our lumber trade should not in time become quite as large as that of Canada. We have all the timber necessary and far more easily accessible by means of our continuous line of harbours, thus requiring but one shipment which will make up in a measure for the difference in freight to European markets. The superiority of our Douglas pine for ship-building purposes will always be a sufficient inducement for disregarding any slight inequality of price between it and timber from the provinces on the Atlantic coast. "The Governments of France, Spain, Sardinia, and Holland find it to their advantage to come to this coast—to our American neighbours—for

applies for the... But... The latter... of consumption... measure may be... facturing our... share in the ad... your to do so b... give encouragement... the lumber man... mere speculation... the Colony. N... is understood a... tracts of land f... vanced pioneer... to the settler;... to follow" says... course; the prim... he has secured i... in, for simple, of... range, for a lu... the lands in the... same time offer... capitalists to cr... The difficulty m... complying with... few hundred ac... time; and a fur... large number of... mill-owner a pie... time would not... occupied for agri... thus grow up to

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in timber from the provinces on the Atlantic coast.
France, Spain, Sardinia, and Holland find it to
be to this coast—to our American neighbours—for

supplies for their docks. We should not be able to bid for their goods
either. But we are not confined to Europe in our trade. The whole
Pacific coast must be supplied from our rich forests. Even now, the
establishment at Barclay Sound sends its millions of feet to the South
American Republics. China, Australia, and New Zealand must also
depend, in a great measure, upon this quarter of the world for their lumber.
The latter two countries must be increasing in population and power
of consumption. Such being the case, everyone must concur in whatever
measure may be taken, that will tend to invite men to commence manu-
facturing our raw material and prepare it for the markets. We desire to
share in the advantages to be derived from the trade, and we wish to en-
courage to do so by every means in our power. In our anxiety, however, to
give encouragement to those who are *tempted* to desist of shipbuilding in
the lumber manufacture, we must be careful lest we leave an opening for
mere speculators to play their games to the detriment of the interests of
the Colony. Not only should we guard against speculation, as the term
is understood amongst us, but it is necessary to avoid shutting out large
tracts of land from industrious agriculturists. "The lumberer is the ad-
vanced pioneer of civilization. He leaves the wilderness of the forest
to the settler; but wherever he has penetrated, the settler is certain
to follow" says an English writer. The timber, with fish, will be, of
course, the primary object; of that he must have a sufficient range; when
he has secured it, he can proceed with confidence. But to make a grant
in fee simple, of land commensurate in extent with a necessary timber
range, for a lumber mill, might have the effect of locking up half
the lands in the Colony, which would never do. To avoid this, and at the
same time offer such inducements as might have the effect of causing
capitalists to erect mills more extensively, is the problem to be solved.
The difficulty might perhaps be met by making a grant to any party
complying with specified conditions, of a certain portion of land, say a
few hundred acres in fee, on which a mill shall be built within a specified
time; and a further grant of a license to cut timber on a sufficiently
large number of acres of unappropriated land. This would secure the
mill-owner a piece of property sufficient for his own use, and at the same
time would not prevent the land subject to timber license, from being
occupied for agricultural purposes. Manufacturing and agriculture might
thus grow up together." Nov. 18th, 1862.

Necessity of a Dockyard at Esquimalt.

We are justified in that the people at home, who begin to awaken to the necessity there exists of providing a dockyard for the British fleet in the Pacific. When we consider the immensity of the commerce of the Pacific, and the importance of making provision to protect it, we are surprised that so little has been done for that purpose in this part of the world. True, we have a large fleet, much larger than any other power, but that fleet is far away from home and from support. If ever a general war should come—which God forbid—Britain would have to depend on her own strong arm; she need expect but little aid from any power in the Pacific, those who are best able might be the least disposed to come to her assistance. She must, then, take the same precautions in this coast that she has in other parts of the world. In the Atlantic she has the strongly fortified station of Halifax in the North, and Bermuda; further South are St. Helena, and Cape Town. In the Mediterranean, Gibraltar, Malta, and Corfu. Off the East coast of Africa, near the mouth of the Red Sea, she is in possession of Aden. India, of course, furnishes stations enough for the Eastern Archipelago. Coming now to the Pacific, there are the stations of Sidney in the South, and Hong Kong in the North; in each of which we believe there are dockyards. But for this side of the ocean there is only the British station of Esquimalt; for Valparaiso being in the possession of a foreign power, cannot, of course, be depended upon. Glancing at these various resting places of the fleet, we cannot but be surprised with the contrast presented between the number and proximity to each other of the stations on the Atlantic, and those of the Pacific, and not only in the above respects, but in the great distance our Pacific squadron are from home, superior accommodation should be afforded them for shelter, supplies, and repairs. But hitherto this has not been the case; though nature has provided the position, art has been slow to turn it to advantage. Though Esquimalt has been occupied by the fleet of Vancouver Island station, yet comparatively little has been done towards its improvement compared with what is required. True, there is a powder magazine, and some store-houses; but what are these for a first-class station as ours ought to be? The American war, however, among its other results, will no doubt render the Home Government alive to the necessity of going a little further in the protection of its commerce in the Pacific. The possibility of a second fleet of Monitors on the West Coast of America is not to be contemned."

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An article in the *Times* and *Navy* the other day, commenting on a letter from the *Times* correspondent, brings the matter rather prominently before the public. It states that the American Government having ordered the *Monitor* and other iron-plated vessels on the plan of the *Monitor*, to be stationed at San Francisco and on the coast Oregon and of Washington Territory, to meet the *Monitor* and show the necessity of further steps being taken on the part of the British Government to prevent the destruction of our commercial settlements in this quarter of the globe. After enumerating the force of the Pacific squadron, amounting in aggregate to 3170 horse power, 212 guns, 16,612 tons, and 3,032 men, and alleging the smallness of the force the Federals would have to oppose it, the writer believes they would never dream of encountering our fleet with any other than iron-plated vessels. Speaking of the Americans building iron ships on this coast, he continues, "We learn that the material for ship-building exists in abundance at San Francisco, and that the iron to be used as armour-plating is about to be forwarded from New York. If this applies to the Federal possessions, how much more is it applicable to our own settlements? Trusting the correspondent of the 'Times,' who writes that 'Vancouver Island furnishes oak and other ship-building materials in as great abundance as California, and of better quality, as was tested, or rather proved, of late years by the Russian Government. There are positions on the shores of the island, close to the sea, convenient for building and launching, as has been established by the building of several steamers and sailing vessels during the last three years; and there are competent shipbuilders on the spot, Englishmen and foreigners, who have proved their qualifications in the construction of a variety of craft; while there is an iron foundry in Victoria on the shore of the harbour.' The writer of the article dwells upon the fact that the means are on the spot wherewith ships could be built at a cheap rate, and that if metal plates can be sent from New York, the greater the reason why they can be transmitted from England; and thinks it would not be prudent to wait for Mr. Reed to supply the Government with iron-plated ships, and so doing to afford the Americans time to build and launch on the spot. After referring to the fact that the Government has been obliged to give up ship-building in Bombay, from the circumstance that it did not pay, the writer thinks 'the opening of an inexpensive ship-building establishment on Vancouver Island might vary appropriately to place a shield to the dear concern in the East, and that no other would be so well suited to

...for that purpose.' The fact of the 'Mutine' having had to go to the dockyard in San Francisco to effect necessary repairs has been a great disadvantage to her, and to have the necessity of a Government dock in a British port. 'The disadvantage' he adds, 'is not the only one. We have frequently had occasion to send similar occurrences to other ships of the Royal Navy; and, with the fact staring us in the face, we have allowed valuable years to run by, and have done nothing to provide ourselves with a quarter where it was so much required, with that essential to a maritime nation—a dry dock.' We hope that the matter will not be allowed to drop, and that at the next session of Parliament it will receive full consideration. We understand that Mr. Laird, the member for Birkenhead, takes a very strong interest in the project. His sound, practical sense will go far to bring the question to a proper issue. The necessity of proper accommodation for the fleet of the Pacific, from what has been said, must be evident to all. The fact of Esquimaux having already been occupied by the Admiralty as the North Pacific Naval Depot, and its suitability for that purpose, would justify further improvements. Landlocked, easily accessible, with good anchorage, capacious, being in extent about two miles by three, having an average depth of six fathoms, capable of being well defended, it presents every facility for a great naval depot. Besides this, it has the advantages of a salubrious climate, a good supply of pure water—its proximity to Victoria, the great entrepôt of the North Pacific being distant about three miles, and with it will shortly be connected by railway—also of being in the neighbourhood, we may say, of a plentiful supply of coal; and lastly, of the presence of an inexhaustible supply of some of the finest timber in the world, of which vast quantities are purchased by the French, Spanish, Sardinian, and Dutch Governments for ship-building purposes.

"December 16th, 1862."

Comparative Table of Vessels Entered and Cleared at the Port of Victoria, N. I., in 1861 and 1862.

Entered 1861	WITH CARGO		IN BALLAST		TOTAL		Entered 1862		TOTAL		Entered 1863	
Natalmaly	Tonnage	Crew	Tonnage	Crew	Tonnage	Crew	Tonnage	Crew	Tonnage	Crew	Tonnage	Crew
100	810	994	2008	260	31	267	143	143	143	143	143	143
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The fact of the 'Maline' having had to undergo such necessary repairs last year, and the necessity of a Government dock, he adds, 'is not the only one. We have had similar occurrences to other ships, the fact being in the face, we may be, and have done nothing to provide for such repairs, with that essential work.' We hope that the matter will not be taken up at the next session of Parliament it will be understood that Mr. Laird, the member for interest in the project. His sound judgment on the question to a proper issue. The plan for the fleet of the Pacific, from what we hear, is to all. The fact of Esquimaux having been built as the North Pacific Naval Station, would justify further improvements, with good anchorage, spacious, and by these, having an average depth of 10 fathoms, it presents every facility for this, it has the advantages of a salubrious climate, being distant about three miles, and with a railway—also of being in the neighbourhood of some of the finest timber in the world, and lastly, of the fact that the ships are purchased by the French, Spanish, and others for ship-building purposes.

Comparative Table of Vessels Entered and Cleared at the Port of Victoria, B. C., in 1861 and 1862.

Entered 1861	WITH CARGO		IN BALLAST		TOTAL		Cleared 1861		WITH CARGO		IN BALLAST	
	Tonnage	Crew	Tonnage	Crew	Tonnage	Crew	Tonnage	Crew	Tonnage	Crew	Tonnage	Crew
Salisbury	291	924	57	3008	591	3932	274	1318	274	1318	274	1318
Colombia	1085	355	53	468	1138	813	1085	355	1085	355	1085	355
British	471	1500	101	475	572	1975	471	1500	471	1500	471	1500
American	250	18	15	530	265	548	250	18	250	18	250	18
Dutch	471	1500	101	475	572	1975	471	1500	471	1500	471	1500
German	471	1500	101	475	572	1975	471	1500	471	1500	471	1500
Swedish	471	1500	101	475	572	1975	471	1500	471	1500	471	1500
Portuguese	471	1500	101	475	572	1975	471	1500	471	1500	471	1500
Spanish	471	1500	101	475	572	1975	471	1500	471	1500	471	1500
French	471	1500	101	475	572	1975	471	1500	471	1500	471	1500
Italian	471	1500	101	475	572	1975	471	1500	471	1500	471	1500
Prussian	471	1500	101	475	572	1975	471	1500	471	1500	471	1500
Other	471	1500	101	475	572	1975	471	1500	471	1500	471	1500
Total	5870	1876	1153	1276	7023	2152	5870	1876	5870	1876	5870	1876

Esquimaux.

Entered	1000
Cleared	1000
Balance	0

Trade, in 1861 and 1862.

1861.	Quarter ending June 30th.	Quarter ending September 30th.	Quarter ending December 31st.
San Francisco...	\$41,011	\$41,036	\$41,059
England...	15,517	15,530	15,514
Portland, Oregon...	51,050	51,064	51,082
Port Townsend...	15,728	15,734	15,710
Honolulu, S.I....	6,000	11,119	21,636
New Westminster...	1,005	11,111	15,078
Total...	\$168,322	\$171,733	\$177,189

1862.	Quarter ending June 30th.	Quarter ending September 30th.	Quarter ending December 31st.
San Francisco...	\$507,315	\$553,200	\$601,617
England...	19,232	28,511	101,012
Portland, Oregon...	21,934	22,330	18,318
Port Townsend...	58,011	35,273	73,163
Honolulu, S.I....	52,695	26,361	5,918
British Columbia...	1,200	9,635	8,189
Hong Kong...	.....	32,170	.....
Melbourne...	.....	17,000	.....
Total...	\$1,081,327	\$681,180	\$821,178

Recapitulation.

	1861.	1862.
San Francisco.....	\$1,288,359	\$2,315,066
England.....	516,011	601,278
Portland Oregon.....	216,603	75,370
Port Townsend.....	228,450	121,793
Honolulu, S.I.....	64,382	212,108
British Columbia.....	31,451	32,121
Hong Kong.....	.....	22,268
Melbourne.....	.....	32,170
Valparaiso.....	.....	17,000
Total...	\$2,335,208	\$3,555,477

Total Exports in 1862..... \$3,555,477
 Ditto 1861..... 2,335,208

Excess in favour of 1862, \$1,220,179

January 1864, 1867

"A review of the British Columbia... doubt whatever the... more rapidly in... Nearly every one... speaks hopefully of... An air of material... everywhere. Then... in every department... witnessed. We ne... once so common... from the mines, the... in our history. The... foundation on wh... owner, agricultur... without fear of an... themselves for an... hope of being... satisfaction at the... of industrial and... "temporary" char... of all kinds to be... preparing to expa... short, the feeling... England, Canada... what stories the... putable facts, wh... gainsay nor refut... of the most pros... "Such being... people are wholly... facts to the work... place, the import... the imports were... shown to be \$1... of '61. In the



minster, we had in 1861 101,351 tons, whereas in '62 our tonnage was 195,903 tons, an increase of nearly 100 per cent, whilst the imports increased 50 per cent. The reason why tonnage is greater than imports is due to the passenger trade with British Columbia and Stekin, and the numerous arrivals of steamers with passengers from San Francisco and Portland. If our foreign indebtedness in 1862 was \$3,555,477, we have made during the year a large surplus in assets after paying it off. The exports of Alberni, the Hudson Bay Company's shipment of furs, &c., and of Nanaimo coal and other sources, has been equal to or exceeded \$750,000. Deducting that amount from our imports, it would make the balance of trade against us \$2,805,477. To meet that amount we have taken out of the mines, in 1862, \$2,500,000 in gold dust. Allowing that 8000 people were added to our population last year, and that each brought on the average \$312 in cash, there would be \$2,500,000 more assets. We do not give the figures of the immigration as exact, but we feel satisfied that the amount of money brought into the country last year will sum up to what we have stated. The naval disbursements in 1862 must have been \$300,000, if not more. The capital invested in public works may for our purposes be set down at \$100,000. The value of labour expended in the mines for which no return has been made, or can be had before next season, is at least \$500,000. The rise in the value of real estate in Victoria and Vancouver Island may be given at \$500,000, and the sums expended in improvements at \$250,000. The enhanced value of real estate in British Columbia, without including the value of mining claims, but simply estimating the enhanced value of town lots and land taken up and improved, is at least \$500,000. These several sums, if added together, make a total of \$7,450,000 as the increase in the wealth of the two Colonies during the year 1862, without including the exports of lumber, coal, or furs, which we have given at \$750,000, and which, if added to the above total, would make a grand total of \$8,200,000.

"Assuming the balance of trade against the country, after deducting the coal, fur, and lumber exports, to be \$2,805,477, and the assets to meet that balance, \$7,450,000: there would be left a clear profit on the trade and industry of the year amounting to \$4,644,523. In round numbers, the nett profits of the country in 1862 were \$5,000,000. For a small population, at no time exceeding 25,000, we deem that sum a remarkable result. We question whether any country in the world, no matter how much more favourably situated, can show as the result of its labours as

large a profit as the above child in Vancouver Island. The average per head is \$200 profit. When we reflect that 3000 only worked in the number 5000 at least in September, and that the labour departments into which he of the year are of the most of every reflecting person we have left untouched the covered. In all probability a fabulous sum. But we have year's labour, leaving the returns of industry in 1862 country will show a greater than in 1862." *January*

"The statistics of imports of our commerce; and it from Great Britain is steady hours in various staple articles stock there is not likely produce are now supplied and our imports of sugar promise to aggregate an exports of produce, that even be considered; but the all-important business a large immigration, capital and the wants of the millions. *January 6th, 1863.*

351 tons, whereas in '62 our tonnage was nearly 100 per cent., whilst the imports from British Columbia and Stokin, and the passengers from San Francisco and elsewhere in 1862 was \$3,555,177, we have a surplus in assets after paying it off. The Hudson Bay Company's shipment of furs, &c., for sources, has been equal to or exceeded the amount from our imports, it would make the total \$2,805,177. To meet that amount we have \$2,825,000 in gold dust. Allowing that our population last year, and that each in cash, there would be \$2,500,000 more figures of the immigration as exact, but we of money brought into the country last have stated. The naval disbursements in 1860, if not more. The capital invested in the colony be set down at \$100,000. The value of the land for which no return has been made, or can be made, is at least \$500,000. The rise in the value of the land in Vancouver Island may be given at \$500,000, the improvements at \$250,000. The enhanced value of British Columbia, without including the value of the improvements, is at least \$500,000. These several items make a total of \$7,450,000 as the increase in the value of the colony during the year 1862, without including the value of the furs, which we have given at \$750,000, the above total, would make a grand total of

trade against the country, after deducting the value of the furs, to be \$2,805,177, and the assets to meet the value of the furs would be left a clear profit on the trade amounting to \$1,611,523. In round numbers, the value of the colony in 1862 were \$5,000,000. For a small colony of 25,000, we deem that sum a remarkable result for any country in the world, no matter how small, can show as the result of its labours as

large a profit as the above figures show. By this showing the average per head is \$250 gross profit, or about \$800 per head profit. When we reflect that a small proportion of our population, 3000 only, worked in the mines for four months; that a considerable number 5000 at least arrived in the country between March and September, and that the balance of our population were employed in various departments into which labour is divided, the immense returns of the year are of the most flattering character, reflecting the confidence of every reflecting person in the future of the country. In our estimates we have left untouched the value of the mining claims, opened or discovered. In all probability they are worth \$10,000,000; they are worth a fabulous sum. But we have given merely the available results of the year's labour, leaving the value of the mining claims to swell the total returns of industry in 1863, at the end of which we are persuaded the country will show a greater ratio of increase in all the elements of wealth than in 1862." *January 13th, 1863.*

"The statistics of imports of last year demonstrate the steady increase of our commerce; and it is worthy of notice that the trade in imports from Great Britain is steadily superseding that from our American neighbours in various staple articles; however, in such as provisions and live stock there is not likely to be any competition. Our wants in China produce are now supplied direct, which promises to become continuous; and our imports of sugar from the Sandwich Islands for the past year promise to aggregate an excess over those to San Francisco. In our exports of produce, that encouraging feature of balance of trade cannot even be considered; but this is in a great measure compensated for by the all-important business in the sister Colony of gold mining. It attracts a large immigration, capital in the precious metal is drawn from the soil and the wants of the miners absorb a large portion of our imports." *January 6th, 1863.*

EXTRACTS FROM "TRAVELS IN BRITISH COLUMBIA," BY CAPT. G.
E. BARRET-LENNARD. *Hurst & Blackett, 1862.*

Timber.

"The Island (Vancouver) is traversed, apparently throughout its entire length, by a ridge of pine covered mountains of varied elevations rising, however, in many places to a very considerable altitude. Having thus alluded to the pine, the staple natural production of the country, I may describe Vancouver's Island as one vast forest of thickly grown pine.

"The trees comprising them are forced up to an immense height, and are, as a natural consequence, remarkably straight and upright—their growth, even when of gigantic girth, furnishing, in fact, some of the noblest spars in the universe."

Fisheries.

"Most of the rivers and streams are full of fish, among which we shall meet with many old favourites. Both trout and salmon are abundant and of excellent quality."

Timber.

"The vegetable productions indigenous to these regions (British Columbia) are wholly unimportant, with the exception, perhaps, of cranberries and wild hemp. Of course, this statement does not include the vast forests of pine and other timber, with which so large a portion of the surface of the country is covered, and which must for ages to come form an important article of export. The oak here met with is of stunted growth, and its timber is inferior. Maple-wood, so valuable in cabinet making, is found in some places, together with cypress, juniper, yew, birch and poplar.

Fisheries.

"I have already alluded to the different kinds of fish taken in the waters of British Columbia and Vancouver, both fresh and salt. These comprise known varieties of excellent quality, such as rockcod, herrings, skate, flounders and river trout. The most important is, undoubtedly, the salmon, which both fresh and preserved, is excellent eating, and is everywhere very abundant.

THE FOLLOWING
DIDATES TO
ELECTIONS FOR
ISLAND, D.

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receive my best
Victoria as a
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IN BRITISH COLUMBIA," BY CAPT. C. C. HURST & BLACKETT, 1862.

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to the different kinds of fish taken in the waters of Vancouver, both fresh and salt. These comprise a great variety of quality, such as rockcod, herrings, skate, &c. The most important is, undoubtedly, the salmon, which is excellent eating, and is everywhere very

THE FOLLOWING EXTRACTS ARE TAKEN FROM ADDRESSSES FROM CANDIDATES TO THE ELECTIONS OF VICTORIA, V.I., AT THE RECENT ELECTIONS FOR MEMBERS OF THE HOUSE OF ASSEMBLY, VANCOUVER ISLAND. *Daily British Colonist*, 18th July, 1862.

HORATIO VARRAS, Esq.—“The improvement of Victoria Harbour, at a small cost, and the carrying of a railway through to Esquimalt will receive my best endeavours, as I think that they will tend to establish Victoria as a great sea port, and increase prosperity in the adjacent country.”

AMOR DE COSMOS, Esq.—“Pledges himself to support telegraphic communication with the States.” “Direct steam communication with Panama.”

“Maintenance of our free port system.”

W. A. G. YOUNG, Esq., *Colonial Secretary*.—“I consider that the free port existence of Victoria, and the future growth and development of the Colony, depend upon the maintenance of the free port system in its most perfect integrity.”

W. FRASER TOLMIE, Esq., ex. M.L.A.—“First in importance, I regard free port the preservation of our free port system, as for the present, alike advantageous to town and country.” “The best efforts of the new House of Assembly should be directed to the encouragement of enterprises for fisheries, turning to profit the whole wealth of our forests, fishing banks, and mines, as yet to so small an extent utilized.”

ROBERT BURMAN, Esq., ex. M.L.A.—“To offer substantial inducements to all when energy and perseverance may be applied in developing the latent wealth of the country; in working minerals, establishing fisheries, saw mills, and other branches of industrial and commercial enterprise the future experience may suggest.”

J. S. HELMCKEN, Esq., ex. M.L.A., *Speaker of House of Assembly*.—“Fisheries so abundant, and so well adapted for the purpose, should be promoted. Every inducement should be held out to encourage the erection of saw-mills, and the working of the mines of coal and metals so well known to exist. In short, every effort must be made to develop the natural resources of the colony, and to encourage the investment of capital in industrial pursuits and works of public importance.”

J. W. POWELL, Esq.—“The free port system already inaugurated by

being the true basis upon which we can hope to make Victoria a vast entrepot, I consider should be maintained in its integrity."

Free port.

GEORGE F. FORSTER, Esq., ex. M.L.A.—"We must maintain our free port system, and make every endeavour to induce the Home Government to subsidise a direct line of steamers from England to this, via, West Indies and Panama. I am prepared to give my support to all bona fide undertakings by which our colony will be benefited and enriched, and I shall be anxious to offer my support to any measure calculated to insure the development of the rich mineral resources of this country, and more particularly of this island."

Free port.

JOSEPH CHARLES RIDGE, Esq.—"Free trade with all the world, and the maintenance of our free port, will, I trust, ever form the basis of commercial legislation here, as they have become the leading principles of commercial legislation in Great Britain. New roads, railways, water works, &c., as they become needed, and wisely undertaken, shall have my most strenuous advocacy."

Free port.

JAMES DUNCAN, Esq.—"The maintenance of the free port system." "Encouragement to the general development of the resources of the Island, with the view to induce immigration, and to afford occupation."

Free port.

SELM FRANKLIN, Esq., ex. M.L.A.—"The wise policy of our free port system I shall steadfastly maintain, and at the same time deem it my duty to advance, in every possible way, the commercial character of our city; and to seek to develop the valuable natural resources of the Island."

Free Port.

E. H. JACKSON, Esq.—"The free trade, to which, in a great measure the prosperity of this Island is due, should, in my opinion, be maintained in its integrity."

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